



PERFORMANCE RALLY RULES 2007 EDITION

COPYRIGHT (C) JANUARY 2007 RALLY AMERICA, INC. ALL RIGHTS RESERVED. EXCEPT AS PERMITTED UNDER THE UNITED STATES COPYRIGHT ACT OF 1976, NO PART OF THIS PUBLICATION MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING OR BY ANY INFORMATION STORAGE OR RETRIEVAL SYSTEM, WITHOUT THE PRIOR WRITTEN PERMISSION OF PUBLISHER.

LEARN TO FINISH. LEARN TO WIN.

TEAMO'NEIL

rally school and car control center

phone: 603 . 444 . 4488

North America's
premiere rally
school



www.teamoneil.com

Rally America

Performance Rally Rules

2007 Edition

Copyright (c) 2007 Rally America, Inc. All rights reserved. Except as permitted under the United States Copyright Act of 1976, no part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or by any information storage or retrieval system, without the prior written permission of the publisher.

January 2007

Published by:

Rally America

Suite 617

8014 Olson Memorial Highway

Golden Valley, MN 55427

www.rally-america.com

FOREWORD

Effective January 1, 2007 all previous Performance Rally Rules are superseded by the following Rally America Performance Rally Rules. Rally America reserves the right to revise these Rules, to issue supplements to them at any time, and promulgate special rules in emergencies.

All correspondence should be addressed to: Rally America, Suite 617, 8014 Olson Memorial Highway, Golden Valley, MN 55427. E-mail submissions may be made to info@rally-america.com.

Questions concerning Performance Rally Rules clarifications should be addressed to: Rally America, Suite 617, 8014 Olson Memorial Highway, Golden Valley, MN 55427. E-mail submissions may be made to info@rally-america.com.

Questions concerning medical issues should be addressed to the Medical Advisor (refer to Article 1.2.A.)

Portions of these Rules are substantially different from previous editions. Underlined text is used in this edition to indicate changes from the 2005 Performance Rally Rules. Participants are advised to read the entire book.

The masculine pronouns *he*, *him*, and *his* will be used generically, without actual reference to gender.

Finality of Interpretation and Application

The interpretation and application of these Rules by Rally America officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all members, including competitors and officials, expressly agree that:

- A. They are familiar with the Performance Rally Rules and agree to abide by them;
- B. Determinations by Rally America officials are non-litigable;
- C. They will not initiate or maintain litigation of any kind against Rally America or anyone acting on behalf of Rally America to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and;
- D. If a participant, member, competitor or official initiates or maintains litigation in violation of this provision, that participant, member, competitor or official agrees to reimburse Rally America for all costs of such litigation, including travel expenses and attorneys' fees.

TABLE OF CONTENTS

ARTICLE 1: PERFORMANCE RALLY RULES	1
1.1. PURPOSE	1
1.2. ADMINISTRATION	1
1.3. RALLY CHAMPIONSHIPS	4
1.4. SAFETY AND OPERATIONS MANUAL (SOM)	4
1.5. ACCEPTANCE OF RALLY RULES	5
1.6. INSURANCE	5
1.7. SANCTION REQUIREMENTS	6
1.8. ACRONYMS/ABBREVIATIONS	10
1.9. DEFINITIONS	12
ARTICLE 2: LICENSES, SEEDING, AND CAR NUMBERS	17
2.1. LICENSES	17
2.2. SEEDING REQUIREMENTS	21
2.3. PERMANENT CAR NUMBERS	24
ARTICLE 3: COMPETITOR AND CAR IDENTIFICATION REQUIREMENTS ..	26
3.1. CAR IDENTIFICATION	26
3.2. COMMERCIAL ADVERTISING	27
3.3. DRIVING SUIT IDENTIFICATION	28
3.4. GENERAL APPEARANCE	28
ARTICLE 4: ENTRY REQUIREMENTS	31
4.1. OFFICIAL ENTRY FORM	31
4.2. NUMBER OF OCCUPANTS	31
4.3. DRIVER'S AND COMPETITOR'S LICENSES	31
4.4. VEHICLE REGISTRATION	31
4.5. VEHICLE ELIGIBILITY	31
4.6. LIABILITY RELEASES	31
4.7. VISUAL IDENTIFICATION	32
4.8. REFUSAL OF ENTRY	32
4.9. ENTRY FEES	32
4.10. TAMPERING WITH CHAMPIONSHIP EQUIPMENT	32
4.11. IN-CAR/ON-CAR VIDEO AND AUDIO EQUIPMENT	32
ARTICLE 5: REQUIRED SAFETY EQUIPMENT	33
5.1. HELMETS	33
5.2. DRIVING SUITS	33
5.3. OCCUPANT RESTRAINT SYSTEMS	34
5.4. SEATS	37
5.5. ROLLOVER PROTECTION	37
5.6. FIRE EXTINGUISHERS	38
5.7. FUEL CONTAINERS	39
ARTICLE 6: SCRUTINEERING	41
6.1. VEHICLE LOG BOOK	41
6.2. ANNUAL INSPECTION	41
6.3. SCRUTINEERING	41
6.4. MINIMUM SCRUTINEERING REQUIREMENTS	42
ARTICLE 7: EVENT OPERATIONS	46

7.1. PRACTICE AND PACE NOTES	46
7.2. STAGE NOTES	46
7.3. STAGES	48
7.4. CONTROLS	48
7.5. MPL AND MPE	54
7.6. TIME ASSESSMENTS	55
7.7. QUIET ZONES	56
7.8. COURSE OPENING AND CLOSING	56
7.9. FORCE MAJEURE	56
7.10. SERVICE CREWS AND SERVICING	57
7.11. EMERGENCY PROCEDURES	58
7.12. VEHICLE IMPOUND	59
7.13. PRIZE FUND AND AWARDS	59
7.14. RESULTS	60
ARTICLE 8: PENALTIES AND CLAIMS	61
8.1. TIME ASSESSMENTS	61
8.2. OTHER PENALTIES	61
8.3. CLAIMS	65
8.4. APPEALS	67
8.5. CONDUCT OF CONTESTANTS	67
ARTICLE 9: ANNUAL CHAMPIONSHIPS	70
9.1. DRIVER AND CO-DRIVER NATIONAL CHAMPIONSHIPS	70
9.2. ROOKIE OF THE YEAR AWARD	71
9.3. MANUFACTURER'S CHAMPIONSHIPS	71
9.4. NORTH AMERICAN RALLY CUP (NARC)	71
9.5. NARC FOR MANUFACTURERS	71
9.6. DRIVER AND CO-DRIVER REGIONAL CHAMPIONSHIPS	72
ARTICLE 10: VEHICLE CLASSES AND ELIGIBILITY	76
10.1. OVERVIEW	76
10.2. CLASS RULES	78
ARTICLE 11: HISTORIC CLASS	94
11.1. PRINCIPLES	94
11.2. ELIGIBILITY	94
11.3. PREPARATION RULES	94
11.4. ENFORCEMENT	94
11.5. FUTURE DIRECTION OF THE CLASS	94
APPENDIX 1: Roll cage standards for existing construction	96
APPENDIX 2: Signage Guide	102

ARTICLE 1: PERFORMANCE RALLY RULES

1.1. PURPOSE

- A. National Rally. The purpose of the Rally America National Championship is to provide a series of the best rallies in the U.S. operated consistently with the goal of identifying the best driver and co-driver in various classes.
- B. Regional Rally. The Rally America Regional Championships aim to provide a series of events in which all of the events are intended to be within a day's drive from each competitor's home or base of operations. Rally America will invite the top three teams in each class from each region to the Regional Rally Runoff.
- C. Safety, as well as compliance with Federal and State regulations, will be of key importance in competing in, and staging of, performance rally events.

1.2. ADMINISTRATION

A. Administrative Roles

The following administrative roles support rally operations:

Managing Director: Responsible for overall management of Rally America. Final approval of all rule changes and annual schedules. The source of all approval "by Rally America" in this rulebook.

Technical Director: Responsible for management of technical issues for Rally America. Serve as scrutineer at national events. Propose and/or evaluate possible rule changes as needed.

Rules Committee: Responsible for the rules that Rally America events operate under. Accept suggested rule changes from competitors and presents them to Rally America for review.

Medical Advisor: Rally America's liaison with other motorsports sanctioning bodies as well as appropriate experts on medical and safety issues. The Medical Advisor uses this knowledge to help shape the rules, Safety Steward's training, and expectations for event safety plans.

Steward Coordinator: Maintains the list of eligible stewards. Assigns the Event Steward and Safety Steward to each event. (Each event's organizing committee selects its Operations Steward from the list of eligible stewards.)

B. Stewards

1. Each event shall be overseen by a committee of three Stewards: the Event Steward, the Operations Steward and the Safety Steward. These stewards shall be selected from a list of candidates approved by Rally America.

- a. The Event Steward will act as the Chairman of the Stewards and is selected by Rally America. This steward is responsible for the fair and sporting conduct of the event, entrants and competition vehicles.
 - b. The Safety Steward has the responsibility of overseeing all aspects of safety during the event with special focus on spectators and the event's interaction with the local community. This steward shall be from out of the geographic area of the event, and independent of the event's organization. This steward shall be selected by Rally America.
 - c. The Operations Steward has the responsibility of the safe and sporting conduct of the event, its workers and organizers. This steward will review the course layout, time schedules, worker training and staffing. This steward shall be selected by the organizers from the pool of approved stewards, and shall be independent of the event's organization.
2. The Stewards of the Meeting shall meet at least once prior to the event weekend, once on site before the start of the event, and once per competition day during the event. Time and location for the meetings will be posted on the official notice board and, whenever possible, included in the Supplementary Regulations. Agendas will include review and approval of the start order, disposition of all "Requests for Steward's Review", and review and approval of results of competition.
 3. Any participant in the event may request a Steward's Review. These requests shall all be submitted in writing. If a steward witnesses a rule infraction or the unsafe or unsporting behavior of an event participant, he shall initiate a Steward's Review.
 4. If, in the opinion of any steward, a situation presents a potential threat to the safety of either the competitor or the public, the steward is empowered to take immediate action to remedy the situation. An organizer may request a consensus of the Stewards of the Meeting before any action is taken.
 5. Steward Qualifications
Qualified candidates for a Steward's position shall have a working knowledge of this rulebook, the Safety and Operations Manual, and the general layout of an event safety plan. They should have experience in or a working knowledge of scrutineering, stage layout and operations, scoring and registration. It is recommended that all candidates be licensed Amateur Radio operators and be familiar with the operations of a rally radio net.
 - a. While the functions of the stewards will have some overlap, the emphasis of the Event Steward shall be on the details of the

Performance Rally Rulebook, the event scrutineering and scoring. He shall be familiar with SpeedFactor calculations, and start order/reseed preparation.

- b. The emphasis of the Operations Steward shall be on the details of the Safety and Operations Manual, registration, stage layout and operations. He shall be familiar with transit and bogey time calculations, stage scheduling, and course opening and closing procedures.
- c. The Safety Steward's emphasis shall be on the details of the specific event's safety plan, implementation of emergency procedures and interaction with local law enforcement. He shall be particularly versed in the layout and management of the spectator areas.

6. Duties of the Stewards

The stewards at a rally have power to:

- a. Inflict penalties of reprimand, fine, time or exclusion;
- b. Prohibit from competing any competitor or any vehicle which they consider to be dangerous;
- c. Exclude from any one competition or from the event any competitor who, or any automobile which, they consider as ineligible to take part therein, or whom they consider guilty of misbehavior or unfair practice;
- d. Penalize and/or order the removal from the rally and its precincts any competitor who refuses to obey the order of a responsible official;
- e. In case of force majeure or for reasons of safety either postpone, abandon, or stop a competition or stage. If a competition or stage is stopped, the stewards may declare it "no contest" and arrange for it to be restarted or alternatively declare the stage cancelled or the event concluded and determine the results based on the positions of the competitors at that time;
- f. Appoint a temporary substitute or substitutes to replace any steward not able to perform his/her duties;
- g. Enquire into allegations of reckless driving and, if appropriate, penalize the individual and/or refer the matter to Rally America for hearing;
- h. Authorize amendments to the Supplementary Regulations for reasons of safety or force majeure;
- i. Accept or refuse any correction proposed by a Judge of Fact;
- j. Authorize the change of driver or automobile;

- k Authorize the modification of the position of the starting or finishing lines of a stage or the alteration of the schedule at the request of the organizer where necessary to ensure reasonable safety for competitors and spectators;
- l Authorize the amendment of the results of a competition based on a correction by the Chief Scorer to take into account a penalty assessed against a competitor.

These tasks may be done by any of the three Stewards, as their skills may dictate. It shall be the Event Steward's responsibility to be sure all tasks are accomplished.

1.3. RALLY CHAMPIONSHIPS

The National Championship shall be comprised of not more than 12 events in any one calendar year. In order to be eligible for inclusion in the National Championship schedule, a proposed event must meet the requirements of the SOM and be Rally America-sanctioned, and participate in a minimum one-year observance process.

Regional events are divided into these categories: Coefficients 1, 2 and 3. Regional Championships for drivers and co-drivers will be determined each year by the events held in each region (as well as limited "out-of-region" events).

1.4. SAFETY AND OPERATIONS MANUAL (SOM)

The Safety and Operations Manual shall govern the operation of all national and regional events. The SOM shall be available to all event organizers with an event on the schedule and may be downloaded from the Rally America web site. The SOM shall guide the organizer in the preparation and conduct of the event. Organizers of national and regional events are responsible to Rally America for adherence to the SOM. The SOM shall not serve as a basis for claim by the contestants.

The SOM will serve as the general guideline for the running of Coefficient 1 regional events. Some variation, especially in timing or control sign formats, may occur at this level; event regulations must detail event procedures. Event formats may vary dramatically at this level; competitors should study each event's regulations carefully.

With prior approval of Rally America, regional events may run concurrently with a national event. Competitors may enter either or both national and regional rally(s) (subject to limitations described in Article 2). Driver and co-driver must carry the proper licenses for the event(s) entered.

Rally America reserves the right to make such changes in these Rules, the SOM, and appendices as may be deemed necessary or advisable.

1.5. ACCEPTANCE OF RALLY RULES

Each organizer or organizing committee that undertakes to organize a national or regional event shall be familiar with these Rules and the rules within the SOM and shall be bound by them.

Each participant in a national or regional event shall be familiar with and bound by these Rules. Participation shall constitute evidence of that contestant's acceptance of this provision.

1.6. INSURANCE

A. Event Liability / Participant Accident coverage

All Rally America-sanctioned events must be insured for Event Liability and Participant Accident coverage by the Rally America Event Insurance Plan. The Event Chairman shall not let the rally begin until assured by receipt of an appropriate insurance certificate that the insurance requirements have been met.

B. Event Insurance Plan Request Form

Each event must submit a Rally America Sanction Application (Exhibit A) and the applicable fees. This insurance request and payment must arrive at Rally America at least 14 days prior to the event.

C. Insurance Policy

For events with public road transit sections, the owner/entrant must warrant having a valid auto insurance policy with liability limits of not less than \$100,000/\$200,000/\$50,000 in force for each vehicle entered (this includes support vehicles). Actual proof of such insurance showing limits must be produced to event officials at registration.

A warrant of insurance (included on official entry form) must be signed by the vehicle owner which states, "I warrant the competition vehicle has current minimum insurance coverage of \$100,000/\$200,000/\$50,000 which meets or exceeds the vehicle insurance standards established and required by Rally America." Cars without the required documents will not be allowed to start the event.

D. Incident Reporting

The driver (or owner) of a vehicle participating in an event, which is involved in an incident resulting in personal injury or property damage of any kind, must report the incident by submitting a completed Incident Report Form to the event's Safety Steward or designated representative. This form must be submitted prior to the end of the event or as soon as practical thereafter (refer to Article 8 for penalties). The event's Safety Steward or a designated representative is charged with the submission of the completed Incident Report and should file the report within ten days of the incident with Rally America.

1.7. SANCTION REQUIREMENTS

Formal Rally America sanction is required for all performance rally events. Sanction requirements and all documents will be issued by Rally America.

A. Supplementary Regulations

Each event shall have Supplementary Regulations covering areas not specified in these Rules and add to these Rules.

The Supplementary Regulations for an event shall include information such as schedules, local maps, local laws concerning vehicle preparation (i.e., headlights and bumpers), awards, etc. They shall also contain a glossary of terms used in the event.

Except in cases where a specific sanction exception has been granted by Rally America, Supplementary Regulations may not alter or contradict these Rules. If such contradictions occur, the PRR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations.

Organizers will make all attempts possible to list in the Supplementary Regulations any deviations from the PRR (as "exceptions"). However, changes occurring at the last minute, before, and during the event, and published in written bulletins on the notice board or as written instructions from bona fide officials, must be deemed official and correct. If these instructions are not posted on the notice board, the organizers shall ensure that all competitors affected are notified appropriately. A protest may not be based on the fact that certain changes to these Rules and Supplementary Regulations were not listed as exceptions before the event.

Supplementary Regulations shall be available to all pre-entered drivers and co-drivers, a minimum of 15 days prior to the event. Changes to the Supplementary Regulations will be posted on the official notice board.

B. The Event

In order to be eligible for Rally America sanction, events (national events as well as Coefficient 1, 2 and 3 regional events) must follow a stage rally format. The stage format is a series of special stages connected by a series of low speed transit sections. Stage rallies will consist of one or more Legs. A Leg is a series of stages and transits, which starts and ends with a Main Time Control (MTC). Stage rallies may also include Parcs Exposé, Parcs Fermé and service breaks, as well as Observation Controls and Regrouping Controls.

C. Speeds

1. Time assigned to transit sections will take into consideration varying speed limits, either posted or non-posted, along the route. This time will also allow competitors to complete time control procedures at a stage finish and will further allow for "quiet" zones.

2. Any stage road on a stage rally on which traffic will be controlled for the duration of the event, and will have a zero target time assigned for scoring purposes.

D. Length

1. National events shall have at least 100 miles or 140 minutes of special stages.
2. Regional Events
 - a. Coefficient 1 event is limited to less than 30 miles.
 - b. Coefficient 2 event must have a minimum of 30 and less than 65 stage miles and a minimum of five stages in the route.
 - c. Coefficient 3 event must include a minimum of 65 and no more than 100 stage miles in the route. These will tend to be larger events resembling national events.

E. Starting Order

1. The start order for Rally America Championship Events will be established based primarily on median based speed factors. These will be supplemented by the old SpeedRanking on an as-needed basis. These speed factors will be used to determine start positions and which competitors will be included in the seeded draw.
2. If a competitor is not listed on the SpeedRanking chart, then they should check with Article 2.2 to determine their SpeedRanking number for that event. If no SpeedRanking number can be determined, then the Event Steward may change the starting order and will assign a SpeedRanking for that specific event.
3. There will be a seeded draw to establish the starting order for competitors with a Speed Factor of 89.50 and higher as well as FIA Priority A and B listed drivers. The stewards may include additional drivers in the seeded draw at their discretion.
 - a. The time and place of the seeded draw shall be either stated in the event's entry or Supplementary Regulations.
 - b. A listing of all competitors qualified for Seeds FIA, 0, 1, 2, 3, 4, 5, 6, 7 and 8 is maintained. The seed list is updated regularly and is available for viewing at www.rally-america.com.
 - c. The Event Steward at regional events may change the starting order for safety reasons.
4. An overall re-seed should be made after no less than 15 stage miles have been run, ideally before 30 stage miles, or, at the latest, at the end of the first leg.
5. Stage Start Interval: The first "n" vehicles will start every stage with a minimum 1-minute additional interval to the vehicle ahead, where "n"

is the number of drivers scheduled to start the event that were included in the seeded draw. The number “n” is established at the start of the rally and will remain the same for the entire rally.

6. Seeded Draw:

The competitors will draw in order of speed factor with the highest speed factor going first and continuing in descending order. In the event of duplicate speed factors a coin toss will determine which competitor draws first. The numbers drawn will indicate the order of choice for road position. The competitor choosing number 1 will have first choice of road position among those in the draw. The competitor who chose number 2 will then have their choice of remaining road positions and so on until the draw is complete. Any competitors or their designates included but not present at the time of the seeded draw will have a steward draw for them and be assigned the highest road position available when that number is due to choose. The stewards may not adjust the initial starting position of those in the seeded draw. This initial start order carries no precedent for any reseed through the remainder of the event.

F. Route Book

1. All national and Coefficient 2 and 3 regional events must use the standard Route Book format as described in the current SOM:
2. Top information area: Contains all information pertaining to the total length and time allowance for each transit and stage, and other information as indicated (start and finish point of transit, page number, etc.).
3. Page Columns (reading from the left margin):

Column 1	Numerical line reference number, beginning at the number “1” and numbered consecutively throughout the route book or beginning at the number “1” at the top of every page.
Column 2	Overall cumulative official mileage from the start of the rally or the last point at which mileage was zeroed (MTC, RGC, or ATC). Do not re-zero at an FTC.
Column 3	Interval mileage from the preceding instruction
Column 4	A map diagram (tulip or alpine) showing the correct route at all instructed intersections.
Column 5	Other information as appropriate (hazard warnings, confirming signs, landmarks and special instructions may be included here).

Column 6 Decreasing remaining mileage from each instruction to the Finish Time Control on stages or to the end of the road section on transits.

4. Bottom Information Area: Gives the mileage to the next instruction of the following page.
5. Mileage to the nearest 0.01 mile shall be given at each action point (every instruction) exactly describing the route. Where appropriate, further confirming instruction shall be given at all action points. Since the object of a national or regional event is to offer a driving challenge, course following is to be as easy as possible.
6. Course arrows will normally be used to indicate the correct route or to identify a hazard (downward facing). They will be placed at (within 20 feet) the action point on the right side of the road. Since course arrows and banners are supplemental to the route book they shall not be the basis for a claim. In case of a conflict between the arrows or banners and the route book, banners prevail followed by the route book then the arrows.
7. Changes or additions to the route book shall be implemented via written instructions. Organizers shall ensure that all competitors receive these changes.

G. Stage Notes

1. National events and regional events that are run concurrent with a national event shall (with the exception of Pikes Peak) have Rally America authorized, independently produced Stage Notes available to all otherwise qualified entrants for an additional fee. Stage Notes are defined as professionally produced descriptions of the stage roads, including hazards.
2. In order to ensure high quality and consistency, all Stage Notes for a complete competition season shall be produced by a single vendor retained by Rally America, and shall follow a minimum set of standards that govern their production, as described in the SOM and summarized below.
 - a. The only Stage Notes that may be used are those authored by a note maker approved by the Rally America.

The Stage Notes page must contain the following items in the prescribed formats:

Cover - Name and year of event.

Glossary - A description of all the abbreviations and symbols that are used in the notes. Must include such items as, but not limited to, the following:

Severity of corners (in 8 to 10 increments)

Qualifiers (e.g., opens, tightens, long, tight)

Connectors (e.g., into, and, over, continues)

Straights (distances in yards)

Junctions (e.g., turn, “T”, “Y”)

Features (e.g., jump, crest, bridge, rough)

Warnings (e.g., care, caution, danger)

Phrasing and emphasis (e.g., use of underlining)

The glossary must be published in the preface of the Stage Notes Book.

Top - The following items will appear on each page of each stage:

Event name and year; stage # and name; stage in length of miles, and; number of pages for this stage. On the first page of each stage, all of the above will appear, as well as: Description of where the notes start from.

Body - Preferred maximum of 6 lines of notes per page. Minimum font size is 20 point in bold. The route book instruction number and cumulative mileage shall be adjacent to the corresponding stage note.

Bottom - If the next page is a continuation of this stage then the bottom of this page must repeat the first note phrase of the next page in such a way that it is clear that it is not another instruction, but rather an advance look at what is coming on the next page (e.g., in smaller font and/or set off in some way). This repeat instruction is not included in the count for the maximum number of lines of notes per page. The bottom of each page shall note the event name and year.

Binding - The Stage Note Book shall be printed on one side only of each page. The Stage Note Book shall be spiral bound so that it lies flat when its pages are folded over.

3. Changes or additions to the Stage Notes must be implemented via written instructions from an event official. Organizers shall ensure that all competitors receive these changes.

1.8. ACRONYMS/ABBREVIATIONS

ACCUS

Automobile Competition Committee for the United States

ASN

National Sporting Authority

ATC

Arrival Time Control

DOT

United States Department of Transportation

CARS

Canadian Association of Rallysport

DNF

Did Not Finish

DNS

Did Not Start

FIA

International Federation of the Automobile

FMAD

Mexican Federation of Automotive Sports

MPE

Maximum permitted earliness

MPL

Maximum permitted lateness

MTC

Main Time Control

PRR

Performance Rally Rules (these Rules)

OE

Original Equipment

OEM

Original Equipment Manufacturer

RGC

Regrouping Control

SAE

Society of Automotive Engineers

SOM

Safety and Operations Manual

1.9. DEFINITIONS

ASN

National Sporting Authority. A national governing body of automobile competitions recognized by the FIA. ACCUS is the ASN for the United States.

Assembled

Changing the declared year model of a vehicle by replacing 100% of the differing components. In all instances, the year claimed for car presented for competition must match exactly the shop manual for that year. Example: Replacing or adding all differing or missing parts from a 2002 Ford Focus SVT onto a 2001 Ford Focus ZX3, including all functional and non-functional trim, the engine, transmission, and brakes.

ATC

An ATC (Arrival Time Control) is located before a stage start. One must enter on his assigned minute. An ATC is followed by a Stage Start, where you are counted down to your assigned start time on the stage. Refer to Article 7.4.D.

Bogey Time

This is the longest stage time that can be taken before Lateness Penalty points are accumulated towards MPL. In the event route book, the Bogey Time is listed on the top of the Stage page, on the right side.

CARS

Canadian Association of Rallysport. CARS is the governing body of Rallysport in Canada, as delegated by ASN Canada FIA. See www.carsrally.ca.

Co-Driver

Instructs the driver on the upcoming route by communicating to the driver which direction the road takes via a route book and/or stage notes supplied by event organizers (a.k.a. navigator).

Diagonal Brace

Transverse tube between a top corner of the Main Hoop or upper end of the Rear Bars to a lower mounting point on the other side of the Main Hoop or Rear Down Bars. Refer to Appendix 1.

Diesel (fuel)

Hydrocarbon oil used as fuel (in compression ignition engines), intermediate in boiling range and viscosity between kerosene and lubricating oil.

Door Bars

Structural member(s) connecting to the Main Hoop and Front Hoop in a straight or 'X' pattern to prevent intrusion from side impact. This structure is vertically above the sill bar. Refer to Appendix 1.

Emergency Time

The time allowed to transit a stage when emergency conditions occur or a timing control does not exist and the stage is no longer competitive.

Event

A Rally America-sanctioned performance rally.

FIA

Federation Internationale de l'Automobile. The International Federation of National Automobile Clubs. The recognized authority for international motorsports. See www.fia.com.

FMAD

La Federacion Mexicana de Automovilismo Deportivo. The Mexican Federation of Automotive Sports.

Front Hoop

Similar to the Main Hoop, but its shape follows the windscreen pillars and top screen edge. Refer to Appendix 1.

FTC

A FTC (Finish Time Control) is used at the finish of stages. One must stop to get his stage time, after passing the flying finish sign (or mark, etc.).

Grandfather (clause)

Creates an exemption based on previously existing circumstances.

Group 2

Two-wheel drive cars with normally aspirated, small displacement engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 2400cc. Refer to Article 10.2.B.8.

Group 5

Two-wheel drive cars with normally aspirated, charged or forced induction engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 5100cc. Refer to Article 10.2.B.7.

Leg

A sequence of Special Stages, preceded by a MTC Out and ended with a MTC In. Refer to Article 7.4.C.1.

Main Hoop

A structure consisting of a nearly vertical frame or hoop, located across the vehicle just behind the front seats. Refer to Appendix 1.

Manual Sequential Shift

A mechanical means of changing gears in a linear motion without an 'H' pattern gate. No aid from any device is allowed. This type of shifting is common on motorcycles.

Model

A basic manufacturer's designation, e.g., Subaru Impreza WRX or Ford Focus SVT. A model is a specific vehicle, not a general category.

MPE

MPE (Maximum Permitted Earliness) is the total earliness you may accumulate on transits, before being excluded from the event. Refer to Article 7.5.

MPL

MPL (Maximum Permitted Lateness) is the total lateness you may accumulate on stage and transit travel before being excluded from the event. Refer to Article 7.5.

MTC

An MTC (Main Time Control) is used at the start and finish of rally sections. At a MTC In, you may enter before your assigned time. At a MTC Out, you must enter during your assigned minute. Refer to Article 7.4.C.

“O” Control

Observation Control. Refer to Article 7.4.F.

O.E.

Original Equipment. A component is considered original equipment if it is a direct replacement, meets the same specifications, requires no modifications to be installed, and is indicated as such by its manufacturer. An example would be an aftermarket air filter that fits in the stock location without modification and is listed by its manufacturer as a direct replacement part.

Parc Exposé

A location where competitors are required to display their cars for public viewing. Competitors and service crews are allowed to work on their vehicles. Refer to Article 7.4.H.

Parc Fermé

A secured location where competitors may be required to leave their cars. Access is granted to rally officials only; however, competitors will be allowed to enter ten minutes before their start time. During this time competitors are not allowed to check, tune, or repair vehicles. This includes changing tires and refueling. Refer to Article 7.4.I.

Production

Street-licensed vehicles offered for sale in the United States with adjusted engine displacement is limited to 2650cc. Refer to Article 10.2.C.

Production GT

Street-licensed vehicles offered for sale in the United States with adjusted engine displacement over 2650cc. Refer to Article 10.2.C.

Quiet Zones

Portions of the route with the following requirements: maximum speed 5mph below the legal speed limit, low beams only, minimum noise.

Competitors who do not adhere to the rules are penalized.

Rear Down Bars

Structural members connecting from the top corners of the Main Hoop in a downward angle to reinforcement plates in the rear of the vehicle. Refer to Appendix 1.

Red Cross

The back cover of the event route book must show a large Red Cross, to be used in an emergency (such as an injury accident) to stop the next rally car(s) upon the scene. Refer to Article 7.11.

Reinforcement Plate

A metal plate fixed to the body shell or chassis structure to spread loads into the structure of the vehicle.

Route Book

Instructions and a map of the rally route, including all stages, transits and service. Competitors follow the course by following the instructions in the route book.

RGC

An RGC (Regrouping Control) is used at the entrance and exit of a regrouping area, like service, to shorten the interval between cars. Crews must enter in their assigned minute. Refer to Article 7.4.G.

Scrutineering

Technical inspection of competition vehicle, typically held immediately preceding the start of the rally. Refer to Article 6.3.

Sill Bar

Structural member connecting the Main Hoop and Front Hoop at floor level. This structure is intended to prevent side intrusion from short objects, such as tree stumps. Refer to Appendix 1.

SOM

The SOM (Safety and Operations Manual) was formerly known as the *Rules For Organizers* (or RFO's). This document includes rules for organizers, as well as safety requirements, required forms, and sample Supplementary Regulations.

Special Stage

Competition section where the road is closed and competitors run flat-out at one (or more) minute intervals.

Time Control

"Marshals" are stationed at starts and finishes of special stages and on transit sections. Each team's time is recorded on official time cards by the marshals.

Transit Section

Non-competition sections that allow competitors to move from one special stage to another. All posted and non-posted rules of the road must be adhered to. Competitors have a certain amount of time to complete transits.

Unassisted

Without help from any source.

Update

Use of a part or parts from a vehicle of the same manufacturer brand and model, but different production year of the recipient vehicle. Example: Installing the 1.8 liter turbo engine from a 2002 New Beetle into a 1998 New Beetle.

ARTICLE 2: LICENSES, SEEDING, AND CAR NUMBERS

2.1. LICENSES

A. Eligibility Requirements

1. All drivers must hold a valid state automobile driver's license (a learner's permit does not constitute a valid license). Co-drivers not holding a valid state automobile operator's license will not be allowed to drive the competition car at any time during the event.
2. All competitors in any national or regional event, in addition to complying with 1 above, must:
 - a. Hold valid a Rally America National or a Rally America Regional License if they are United States residents or United States citizens.
 - b. OR; hold a valid CARS or FMAD National License if they are Canadian or Mexican residents or citizens respectively. Valid CARS or FMAD regional licenses are acceptable at regional events only. These competitors are subject to a \$40 administrative fee each season.
 - c. OR; hold a valid FIA license. These competitors are subject to a \$25 administrative fee each season.
3. License Application Forms
Application forms for National and Regional Licenses are available from Rally America.
4. License History
All National or Regional License holders' record of conduct will be maintained by Rally America. At any event, the Event Steward may elect to make notation in a driver's log if he observes rule infractions, speeding, or unsafe and unsportsmanlike conduct. This will allow an event's stewards to be aware of a driver's recent history and require the driver to be responsible for his/her actions. A consistently questionable record could ultimately jeopardize a competitor's license.

B. Medical Requirements

1. An Annual Health Screening History must be submitted with the license application for a National or Regional License to be issued or renewed. All candidates who answer any question in the affirmative must submit a Physical Examination Form unless granted a waiver by the Medical Advisor.
2. A physical examination will be required for: competitors with a history of a medical condition or disease; or a condition that necessitates prescription medications; or periodic doctor's care (such as:

treatment of Diabetes, Hypertension, Heart Disease, Seizure Disorder, Limitations of use, Paralysis, Amputation of any extremity, Lung or Pulmonary Disease).

3. As part of the Physical Examination, an EKG is required of anyone with a history of heart or cardiac disease.
4. Medical care does not mean routine visits for birth control pills, allergies, or antibiotics.
5. Any known medical condition (including pregnancy), which could affect medical fitness to compete, shall be reported immediately to the Medical Advisor. The competitor cannot compete until recertified by the Medical Advisor.
6. While it is the intent of Rally America to make the sport of rallying accessible to everyone, each competitor must meet minimum mobility requirements. In order to demonstrate this, each competitor needs to be able to extract himself/herself from the vehicle quickly. Starting from a seated, belted position, the competitor is allowed 15 seconds to completely exit the vehicle. At any event, the Safety Steward may test any driver or co-driver to confirm that he/she can do this.

C. Novice and Provisional Driver License Requirements

1. All initial Rally Driver License applicants will be issued a Novice Drivers License.
 - a. The Novice Driver's progress will be tracked by Rally America.
 - b. Any driver with significant previous automobile racing experience may, at this point, apply for an unrestricted rally license by attaching a complete race experience resume to the license application. The application will require the endorsement of a steward and the approval of Rally America.
2. A Novice Drivers License will restrict a driver to compete only in a Group 2 or Production Class car. Any Novice Driver wishing to compete in a class/car other than those listed may request a special waiver for their car. These cars will be subject to special restrictions to be determined by Rally America, e.g. they may be required to run a 28mm restrictor on a turbo car. Such requests must be submitted in writing and will be noted on the Driver's license history.
3. The Novice Driver must attend the New Competitors' Seminar prior to each event.
4. The Novice Driver remains Seed 8.
5. An approved performance rally school will be credit for up to 4 coefficients, with approval of the chief instructor, but only one school may be applied to any license level requirement.

6. Once the Novice Driver has completed 9 coefficients, including no more than one coefficient 1 rally, his/her license status is changed to Provisional. The stewards of any event in which they have competed may recommend delaying this upgrade.
 - a. Any driver with significant previous automobile racing experience may, at this point, apply for an unrestricted rally license by sending a complete race experience resume to Rally America. The application will require the endorsement of a steward and the approval of Rally America.
7. A Provisional Drivers License will restrict a driver to compete only in a Group 2 or Production Class car. Exception: Any Provisional Driver wishing to compete in a class/car other than those listed may request a special waiver for their car. These cars will be subject to special restrictions to be determined by Rally America, e.g. they may be required to run a 28mm restrictor on a turbo car. Such requests must be submitted in writing and will be noted on the Driver's license history.
8. A Provisional Driver's license holder may advance his/her Seed based on his performance.
9. Once the Provisional Driver has completed an additional 9 coefficients including no more than one coefficient 1 rally, he/she becomes an unrestricted driver.

D. REGIONAL LICENSES

1. The fee for a Regional Rally License is \$100.00 and may be used for driving or co-driving duties.
2. A Regional Rally License will allow a competitor to compete only in regional events, except as noted below.
3. Additional information for Regional Rally License holders
 - a. License holder may enter any regional rally including those concurrent with national rallies.
 - b. License holder who has entered the regional rallies run concurrent with a national rally may also enter that national rally (aka dual entry) and earn points upon payment of an additional license fee of \$50. This is limited to three national rallies in a season.
 - c. License is valid for 365 days from date of issue or renewal.
 - d. License holder receives a printed rulebook, license, and patch.
 - e. License holder who register with Rally America as a Driver may hold a permanent car number between 200 and 995.
 - i. Those with an existing number under 200 may keep that

number until Rally America runs out of numbers for National License holders.

- ii. Rally America will review the existing number assignments and un-assign those numbers which have been dormant for the past two seasons.
- f. License holder may purchase sponsorship kits at cost.
- g. License holder may participate in Regional contingency programs.

E. National Driver and Co-Driver License

1. The fee for a National Rally License is \$200.00. There is no credit for mid-season upgrades from a Regional License to a National License.
2. Dual Entry:
 - a. National License holders may not enter concurrent regional events until they have DNF'ed from the national event.
 - b. If National License holders choose to continue in the event after a DNF, they may enter the later concurrent regional event, but are not eligible for points or trophies.
 - c. Regional License holders may enter concurrent national events, but are limited to 3 such entries per year at a cost of the additional entry fee (as determined by the organizer) plus \$50 per event "Temporary National License Fee".
 - d. Regional License holders who enter regional events that are concurrent with national events do not pay the extra \$50 per event.
 - e. In any case, a National Co-Driver may sit with a Regional Driver. The driver earns regional points and the Co-Driver is ineligible for regional points (no Co-Driver points are awarded for their finishing position). This entry may dual enter, in which case the Driver pays the additional fee and earns both national and regional points while the Co-Driver earns only national points (again, no Co-Driver points are awarded for their regional finishing position).
3. Additional information for National license holders:
 - a. License holder may enter any national rally.
 - b. License holder may enter standalone regional rallies, but may not earn regional points. License holder may enter the 2nd (or 3rd) regional rally running concurrent with a national rally only after DNF'ing from the national rally (additional entry fee at the organizer's discretion), but again, may not score regional points.

- c. License is valid for the calendar year.
- d. License holder receives a printed rulebook, license, and patch.
- e. License holder (driver only) may hold a permanent car number between 11 and 199.
 - i. Prior season end top 10 overall may use 1-10 (1st overall may use #1, 2nd overall may use #2, etc.) for the current season while retaining the right to their permanent number. In case of ties, normal tie breaker rules will apply (refer to Article 9.1.A).
 - ii. Rally America will be reviewing the existing number assignments and un-assign those numbers which have been dormant for the past two seasons.
- f. License holder receives one sponsorship kit, and may purchase additional kits at cost.
- h. The "Top Teams" page of the Rally America web site will include;
 - i. The top 5 overall drivers
 - ii. The top 5 overall co-drivers
 - iii. The top 5 2WD drivers
- i. License holder may participate in national contingency programs.

2.2. SEEDING REQUIREMENTS

A. Performance Rally Seed Listings:

1. Seeding changes and points are accumulated based on a driver's best five Performance Rally events during the current calendar year and/or the two previous calendar years. Drivers earn seeding points by finishing in the top 15 overall positions or the top 50% if there are less than 30 finishers in any national event. Points for each finish position are awarded on the same basis as finishing position points for national events, as per Article 9.1.B (i.e., 1st-20 points, 2nd-15 points, etc.) Starting points and finishing points per Article 9.1.C are not counted for seeding points.

- | | |
|--------|--|
| Seed 0 | FIA Internationally seeded drivers, plus those drivers with 65 or more seeding points. FIA listed events will draw FIA Priority A and B drivers as separate seeds. National events will draw FIA 'A', FIA'B' and Seed 0 drivers as one seed. |
| Seed 1 | Drivers with 25 or more seeding points. |
| Seed 2 | Drivers with seven or more seeding points. |
| Seed 3 | Drivers having finished twice in the top 50% of the finishers in a national event or finished twice in the top |

three positions overall in a Coefficient 3 regional event with at least 10 finishers.

Seed 4 Drivers having finished once in the top 50% of finishers in a national event or finished once in the top three positions overall in a Coefficient 3 regional event with at least 10 finishers.

Seed 5 Drivers who have finished twice in the top 60% of the finishers in a Coefficient 2 or 3 regional event.

Seed 6 Drivers who have finished once in the top 60% of the finishers in a Coefficient 2 or 3 regional event.

Seed 7 Drivers having finished two events (regional Coefficient 2 or 3), or have completed a 6 hour Performance Rally School approved by the Rally America and finished a Coefficient 2 or 3 regional event.

Note: Drivers cannot better their seeding until they have satisfied all the Seed 7 requirements. These requirements cannot be completed in a single weekend.

Seed 8 New Regional license holders. All competitors must attend a mandatory Steward's Briefing prior to the start of any regional event in which they are entered. Seed 8 entrants are prohibited from using Stage Notes, unless they are competing with a co-driver who has completed a minimum of 20 rally coefficients using Stage Notes. Co-drivers must present evidence of prior experience.

2. National license holders may petition Rally America (at least seven days prior to an event) and present extraordinary circumstances or results that would influence their seeding or starting sequence. This can include results of competition in Canada.
3. Any seeded competitor who does not start a national rally over a two-year period will be dropped from the seeded drivers' list. Reentry onto the seeded drivers' list will be handled on a case-by-case basis by Rally America.
4. Rally America will use the CARS seed listing for Canadian Residents and Citizens as a guide in determining their starting positions. Non FIA seed foreign competitors must submit seeding requests and supporting information of qualifications to Rally America to assure proper seeding. The foreign competitor will be placed in a seed group at the discretion of Rally America at national events, or the Event Steward at regional events.
5. All 0, 1, 2, 3 Seeded Drivers who have entered any national rally

Series Event before the seeded draw will be guaranteed a starting position for that event. All other entries will be selected in seeding order.

6. The official Performance Rally Seed listing, posted on the Rally America website at www.rally-america.com will be maintained by the Seeding Administrator, using the information sent by organizers. In case of missing data from organizers or other circumstances, and Driver can send the supporting data, requesting a review of their seeding.
7. National licensed co-drivers that become drivers will start in Seed 7. Regional licensed co-drivers will start in Seed 8.

B. SpeedRanking List:

1. Definitions:

Speed Factor: This is a number calculated for each competitor after each national rally and reported regional rally, which indicates the relative speed of the competitor compared to the fastest competitor.

SpeedRanking: This is a ranking of competitors' speeds, from the fastest to the slowest and is based on the best and latest speed factor. SpeedRanking is used to set the Start Order of competitors at events. This ranking will be updated after each national event.

2. Speed Factor:

The parameters for the median based speed factors are as follows:

- a. Each competitor's individual stage speed factor is based on their standard deviation from the median competitor's stage time. These numbers are then normalized so that the speed factors generally range from 0 to 100 rather than -2 to +2.
- b. Any individual stage time slower than -1.5 standard deviations from the median will not be considered.
- c. The fastest 75% (rounded down) of each competitor's stages per event will be used to calculate their event speed factor.
- d. Any stage which any competitor completes in less than 2 minutes is excluded from the event speed factor calculation.
- e. Any stage where 25% or more of the competitors are awarded the same finish time due to application of Article 7.6.D is excluded from the event speed factor calculation.
- f. A competitor must complete four of the remaining stages to get an event speed factor. In other words they do not have to finish the event.
- g. Exhibition events (Pikes Peak, X Games, etc.) are excluded from speed factor calculation.

- h. A competitor's Speed Factor is the average of their best 3 event speed factors from the current and previous season.
 - i. These will not be applied to stand-alone Rally America regional events at this time.
 - j. A competitor may petition to Rally America to exclude an event from their Speed Factor in which they competed in a slower than normal class. These exclusions will be made at the sole discretion of Rally America.
3. SpeedRanking:
- a. The number used in the SpeedRanking is the highest SpeedFactor a competitor has obtained in the previous half season. If a competitor has no SpeedFactor for that period, then the past half seasons will be checked until one is found. However, an aging factor will be applied to the SpeedFactor at the rate of 2.0 for each half of season that is out of date.
 - b. Drivers with a SpeedRanking number of 89.5 or better will be considered to be Seed 0 and treated as such under these Rules.
 - c. The SpeedRanking chart supercedes the old seeding system for determining the start order only.
 - d. If a competitor is NOT listed on the SpeedRanking chart (e.g., because they have not competed in the last 2 years or are from another country), then the following temporary SpeedRanking number will be determined for that event only, subject to the Event Stewards approval:

Old Seed	SpeedRanking
FIA or 0	89.5
Seed 1	83.0
Seed 2	73.0
Seed 3	63.0
Seed 4	53.0
Seed 5	23.0
Seed 6	16.0
Seed 7	0.0
Seed 8	0.0

2.3. PERMANENT CAR NUMBERS

- A. Permanent car numbers (11-199) are used to designate "active" (more than four national events per year) national drivers, who will retain the number for as long as they remain active. Rally America will maintain the list of permanent numbers assigned to "active" national drivers and at the end of each season, purge the list of inactive drivers, who will be assigned regional numbers.
- B. Numbers 1-10 are available for use by the previous season's top 10

overall drivers.

- C. New number assignments (11-199) may be obtained from Rally America. Current assignments are listed on the Rally America web site.
- D. Rally America may temporarily assign a number in the 11-199 series to guest drivers.
- E. Regional numbers will be 201 through 990. Numbers 991-999 are reserved for event sweep vehicles. Drivers can obtain a number from Rally America, who will assign and maintain the regional number listings.
- F. Both the national series of numbers and the regional rally series of numbers are valid for entry into any national and/or regional rally.
- G. Entrants must obtain the appropriate Visual Identification package and numbers from Rally America and place them on the car (refer to Article 3) to ensure the car is properly identified. The Visual Identification Package is only required for regional events running in conjunction with national events.

ARTICLE 3: COMPETITOR AND CAR IDENTIFICATION REQUIREMENTS

3.1. CAR IDENTIFICATION

A. Basic Identification

1. No identification used by other competing non-Rally America sanctioning body is permitted.
2. An area at least 30" wide, starting with the leading edge of the front door, extending from the top of the door to the bottom of the vehicle, must be reserved on both sides of each competing vehicle for the proper display of required numbers, stickers, and event/series sponsor advertising.
3. No other advertising, lettering or artwork shall appear in the reserved area (overall graphics such as lines, streaks, and multi-colors are not considered artwork if they are behind the approved number backer).
4. The top 4" of the windshield on is reserved for use by Rally America. Entrants have the option of installing a contrasting single color background in the top 4" area. No other advertising, lettering, or artwork shall appear in the reserved area.
5. All vehicles competing in the Production, Group 2, Production GT, Group 5, or Group N classes will be so designated by the placement of a decal containing the letter(s) "P" (Production/RallyTruck), "G2" (Group 2), "GT" (Production GT), "G5" (Group 5), and "N" (Group N) following the car's number on each door of the vehicle. Open class vehicles do not use class ID.

B. Visual Identification Package

Vehicles entered in national rallies and their supporting regional rallies must display the Visual Identification Package. The Visual Identification Package is illustrated in Figure 3-1.

1. The number backers with the championship logo, numbers, sponsor decals and class identification must be displayed as illustrated in Figure 3-1.
2. The names of both the driver and co-driver must appear on the rear quarter window on each side of the vehicle, with the occupant's name of that particular side appearing above the other occupant. Adding first initial to the names is optional, and required only when driver/co-driver last names are the same.
 - a. Font for lettering shall be upper and lower case Helvetica, 2" in height.
 - b. Country flags shall be 2" height, and shall be placed closest to the "B" pillar on the car on both sides, with the driver/co-driver names trailing towards rear of car.

- c. Vehicles with no quarter windows or limited space have two alternatives: Reduction in size of names and flags to 1.5" and/or placement of names and flags on leading edge of quarter panels (upper leading edge of pickup bed on Rally Trucks).
3. Cars failing to meet the above requirements will not be allowed to start.

C. Regional Identification

As indicated in Article 3.1.B, vehicles entered in a regional rally that supports a national rally must display the visual identification package in order to be allowed to start and run.

Vehicles entered in a standalone rally are not required to display the visual identification package, but are required to meet the minimum requirements described below.

1. If the number backers, car numbers, sponsor decals and/or class identification decals from the visual identification package are used, they must be displayed on the vehicle as illustrated in Figure 3-1.
2. If the number backers, car numbers and class identification decals from the visual identification package are not used, the numbers must have a background which extends at least 2" beyond the numbers and lettering that is a uniform and contrasting color. Car numbers must be a minimum of 8" high with a 1-1/4" stroke. Both the car numbers and class identification must be of uniform color and in contrast to the background.
3. Location of driver and co-driver names is free on regional rally vehicles that do not use a visual identification package. However, the entire last name of each team member must be included in contrasting letters at least one inch high.

3.2. COMMERCIAL ADVERTISING

- A. All vehicles competing in a national event may be required to carry event sponsor advertising supplied by the organizers. This also applies to regional entrants at national events.
- B. An area at least 24" wide and 10" in height must be reserved on the hood of each competing vehicle for advertising supplied by the event organizer. The reserved area must be in the forward half of the hood, centered from side to side on the hood. This advertising must not be modified and is to be used as supplied. No other advertising, lettering, or artwork shall appear in the reserved area (overall graphics such as lines, streaks, and multi-colors are not considered artwork if behind required decal advertising). If the organizers do not use the reserved areas, they shall be available for competitor use.

3.3. DRIVING SUIT IDENTIFICATION

- A. All driving suits must carry championship patch or embroidery, title sponsor patch or embroidery, and other patches required by championship programs, as per Figure 3-2.
- B. At all Press Stages, drivers and co-drivers must wear their driving suits.

3.4. GENERAL APPEARANCE

- A. It is recommended that all teams follow the guidelines below in order to enhance the appearance of the sport to the media and the general public.
 - 1. Crew uniforms, if worn, and/or T-shirts should carry championship identification and match for the duration of the event. No identification used by other competing non-Rally America rally organizers is permitted.
 - 2. Clean team uniforms (which may simply be matching shirts and pants) or appropriate street clothing should be worn at awards ceremonies and dinners.
 - 3. Enclosed trailers and vans should have appropriate championship logo, car number, and driver name clearly shown and visible from 100 feet. Rally America will make all logos available to licensed competitors on request.

Open trailers should be neat and clean, and carry championship logos if space permits.

All vehicles (entrant, support) at any national Parc Exposé must be clean and neat in appearance.
- B. Commercial advertising in good taste is allowed on any vehicle outside the areas reserved in Articles 3.1 and 3.2.

FIGURE 3-1 - 2007 VISUAL IDENTIFICATION PACKAGE

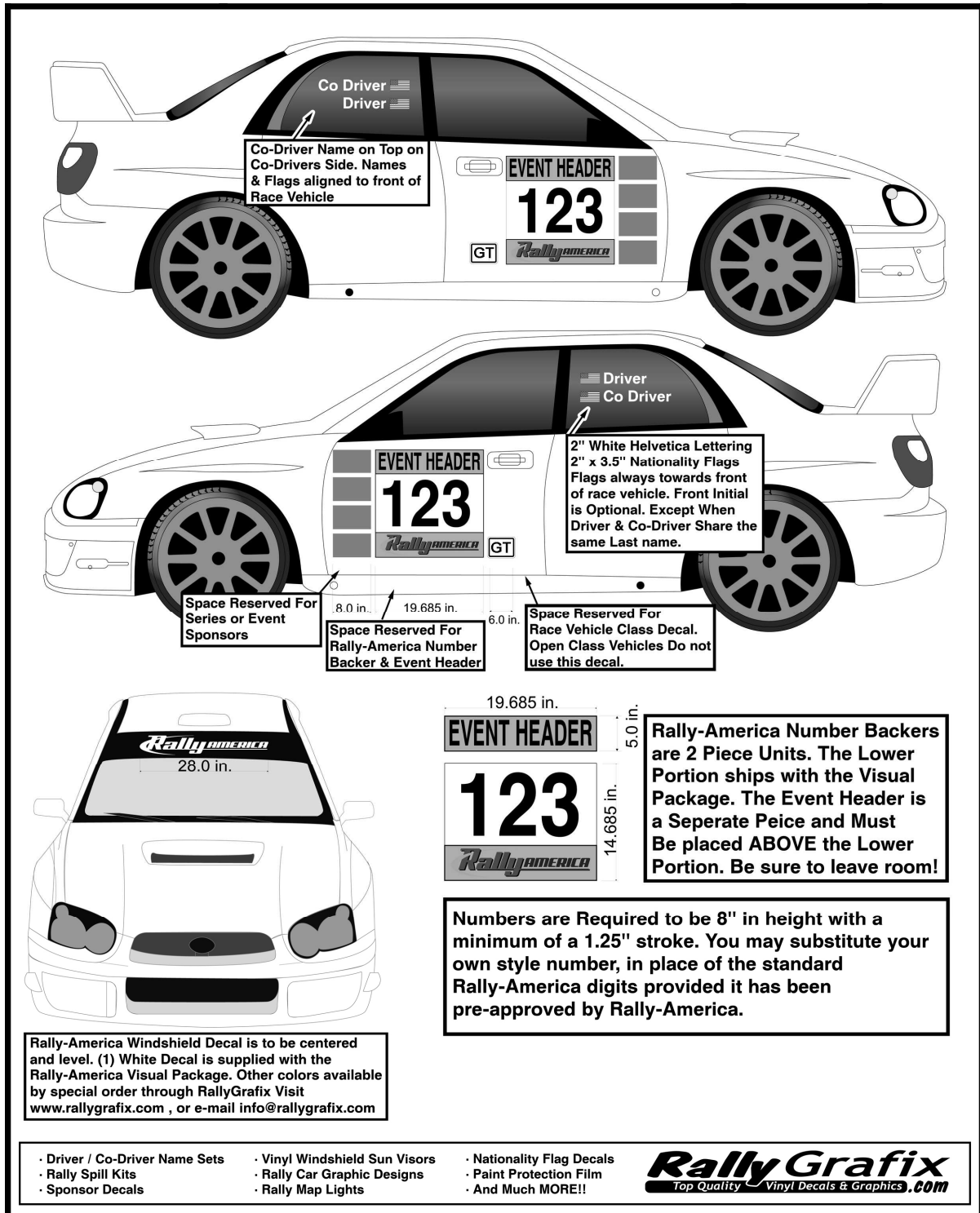


FIGURE 3-2 - DRIVING SUIT IDENTIFICATION



The competitor's name and the Rally America logo must be displayed on the front of the driving suit, on either side of the chest. Alternately, the competitor's name may be displayed across the waist area of the suit.

ARTICLE 4: ENTRY REQUIREMENTS

4.1. OFFICIAL ENTRY FORM

Application for entry in all events shall be made by means of an official entry form or via the Rally America website. The form shall contain or be accompanied by full instructions for submission, which shall mention the date of closing of the seeded draw and of entries. Submission of incorrect information on the event entry form may result in forfeiture of competitors' or entrants' rights within these Rules, forfeiture of prize funds and forfeiture of championship points earned on the subject event.

4.2. NUMBER OF OCCUPANTS

Each vehicle participating in an event shall have two and only two occupants. Substituting, for any reason, another person or vehicle after starting the event shall result in a score of DNF (Did Not Finish) for the car and its crew members, if not approved and posted in advance by the Event Steward.

- A. The driver and co-driver may not switch duties during the event as to unfairly score championship points. If driver and co-driver switch and a competitive advantage is exhibited, then the driver giving the car the "competitive advantage" (i.e., the faster driver) will score driver points; the other driver will score co-driver points; the manufacturer will score points as normal.
- B. If driver and co-driver switch and no competitive advantage is exhibited, then the driver, co-driver and car will score championship points as listed on the official entry form.
- C. The Event Steward will determine competitive advantage and will post a notice of his determination as soon as possible after driver/co-driver switching takes place.

4.3. DRIVER'S AND COMPETITOR'S LICENSES

All competitors in all events must hold a valid license (refer to Article 2.1).

4.4. VEHICLE REGISTRATION

The vehicle registration certificate or the certificate of ownership must be available for inspection by officials before the start of the event and at any time during its progress. This serves as evidence that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the permission of the owner.

4.5. VEHICLE ELIGIBILITY

Refer to Article 10.

4.6. LIABILITY RELEASES

Waivers must be signed prior to the start of the activity, in such form as may be prescribed by Rally America, releasing all parties designated in the waiver

from any and all liability of any nature whatsoever in connection with the event. Any competitor failing to sign the waiver will not be allowed to start.

Service crew members not signing the waiver will cause the crew they represent to be penalized per Article 8. The use of identifying arm/wristband or other credentials is required for all individuals signing the waiver.

4.7. VISUAL IDENTIFICATION

Refer to Article 3.

4.8. REFUSAL OF ENTRY

Rally America reserves the right to bar anyone from participating in any Rally America event. An organizer shall have the authority to accept or reject any entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible.

4.9. ENTRY FEES

Entry fees are to be set by the conducting Event Committee and stated in the event's general announcement and Supplementary Regulations.

4.10. TAMPERING WITH CHAMPIONSHIP EQUIPMENT

Adjusting, altering, or tampering with any equipment placed by the event organizers, Rally America, or Rally America's authorized agents is prohibited.

- A. Rally America authorized television cameras are event equipment and turning them off without authorization is prohibited.

4.11. IN-CAR/ON-CAR VIDEO AND AUDIO EQUIPMENT

All National Championship entries must allow, and have provisions for the on or in car mounting of Rally America authorized recording equipment to be installed at national events. The penalties for failing to allow such cameras are those stipulated in connection with Article 4.10 for tampering with event equipment.

ARTICLE 5: REQUIRED SAFETY EQUIPMENT

5.1. HELMETS

- A. All drivers and co-drivers competing in Rally America performance rally events must wear helmets that meet one of the following standards:
 - 1. Snell SA2000 or newer
 - 2. British Standards: BS 6658-85 type A/FR, including all amendments
 - 3. SFI Foundation, Inc.: SFI Foundation, Inc.: SFI Spec 31.1 Rev. A or 31.2 Rev. A
 - 4. FIA 8860-2004
- B. Helmets that do not pass scrutineering will be confiscated and returned after the event. Helmets can be failed by scrutineering for not meeting any of the standards in Article 5.1.A or for not being in good condition as apparent by cracks, frays, punctures, or other defects.
- C. It is recommended that helmets be replaced every five years.
- D. SFI 38.1 licensed, or FIA 8858-2002 approved head and neck restraint systems are recommended, and required for all Rally America events as of 1/1/08. When fitted, these systems shall be mounted per the manufacturer's recommendations and shall not violate the single latch requirement of the occupant restraint system.
- E. Competitors assume the risk of any modifications to their helmets and are encouraged to always follow the recommendations of the manufacturer. Refer to Article 5.1.B. above.

5.2. DRIVING SUITS

- A. FIA homologated driving suits conforming to the 8856-2000 or the FIA 1986 standards or SFI 3-2A/5 driving suits are recommended. SFI 3-2A/1 suits with approved fire resistant underwear are acceptable. CIK-FIA Level 1 Certification is for karting suits and is not valid for rally. FIA or SFI gloves and shoes are recommended. Nylon outer garments are unacceptable.
- B. Driving suits shall effectively cover the body from the neck to the ankles and wrists, be in good condition, free from defects, holes, frays, tears, and open seams. One-piece suits are recommended.
- C. To be allowed to start an event, the driving suits to be worn during competition shall be presented at scrutineering.
- D. These driving suits are required at all stage rallies.
- E. The suits of Competitors entering a national event must carry the championship patch or embroidery, title sponsor patch or embroidery, and other patches required by championship programs, as per Article 3.

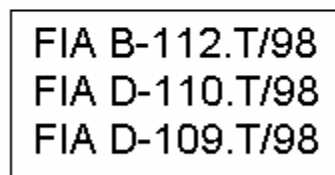
5.3. OCCUPANT RESTRAINT SYSTEMS

- A. All vehicles shall be equipped with a five-, six- or seven-point occupant restraint (harness) system meeting the specifications below for both the driver and co-driver. All harness systems shall be capable of releasing with only one latch. These harnesses shall be worn at all times while driving or co-driving.
- B. Harnesses shall meet the requirements of FIA Standard 8853/98 and/or be SFI 16.1 licensed and shall be labeled accordingly.

HARNESS LABELS



Example of FIA
Expiration Date Label



Example of FIA
Homologation Label



Example of SFI Certification
and Date of Manufacture
Label

Note: The FIA label includes the homologation number of all harness systems that a given belt may be used in. The homologation number can be verified against the FIA Approved Harnesses list to determine what standard the harness meets and whether the homologation is current.

- C. SFI licensed harness systems must have a date of manufacture label that is no older than two years. FIA homologated harness systems must have an expiration date no earlier than the current year (i.e., the restraint system must not be expired). When the FIA expiration date is later than the SFI expiration date, the FIA expiration date takes precedence. The harness system must remain intact as it came from the manufacturer and no modifications are allowed. Not all manufacturers date every belt in the set; they may only date one of a pair of shoulder or lap belts, or may only date one belt in an entire set. The restraint system needs only one date label for the set.

- D. Belt Width

Belt width shall be per FIA homologation or SFI 16.1 license.

E. Five-Point System

A five-point harness system consists of a lap belt, shoulder harness, and a single anti-submarine belt.

F. Six-Point System

A six-point harness system is recommended for use in all. It consists of a lap belt, a shoulder harness and two leg or anti-submarine belts.

G. Seven-Point System

A seven-point harness system consists of a lap belt and shoulder harness as described above in Article 5.3.E, plus three anti-submarine belts. The two-leg system, common to the six-point, is combined with the single anti-submarine belt from the five-point system.

H. Shoulder Harness

1. The shoulder harness shall be a two strap over the shoulder type. There shall be a single release common to the lap belt and shoulder harness. Only completely separate straps are permitted. "Y-type" shoulder straps are not allowed; "H-type" configuration is allowed. The separate straps shall be individually attached to the structural points of support. The shoulder harness angle to the point of support shall be between horizontal and 10° below horizontal and perpendicular to the rear of the seat. The belts shall also be kept as short as practical. At the mounting point, the distance from the center of one belt to the center of the other shall be 7" or less, closer is better.

2. Sternum latches are not allowed.

I. Lap Belts

The lap belt angle shall be aligned with the slot in the seat as to effectively prevent distortion of the belt along its entire length. In no instance shall the belt angle be greater than 0° from vertical to 45° from vertical, rearward.

J. Anti-Submarine Belt(s)

The anti-submarine belt(s) of the five-point, six-point and seven-point systems shall be mounted per the manufacturer's recommendation. Manufacturer's mounting instructions shall be retained with the vehicle logbook for review at scrutineering. The anti-submarine belt shall have a metal-to-metal connection with the single release common to the lap belts and the shoulder harness.

K. Material

The material and hardware of restraints shall be in new or serviceable condition. The buckle shall be of the metal-to-metal quick release type.

L. Mounts

Manufacturer's mounting instructions shall be kept with the vehicle logbook for review at scrutineering.

The occupant restraint system shall be mounted in any of the following methods:

1. Following manufacturer's instructions and utilizing same manufacturer-supplied hardware.
2. Using roll cage mounting points, observing proper angles as specified by the restraint manufacturer.
3. Using the OEM mounting points, observing the proper angles as specified by the restraint manufacturer.

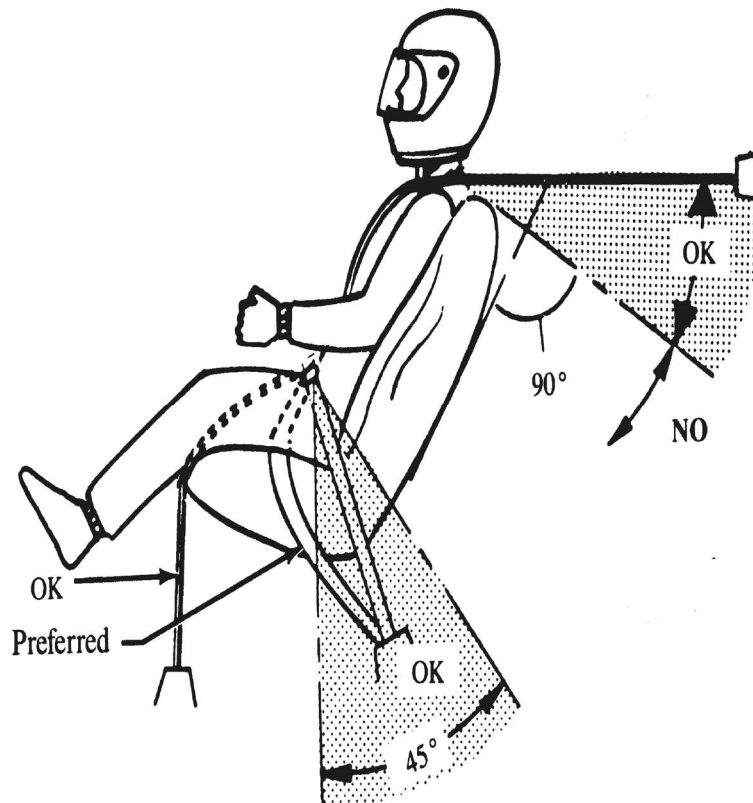
More than one method may be used in the same installation.

Anchorage points regardless of which method of mounting is used shall be capable of accepting a static load of 3500 lbs (pounds) for both lap and shoulder belts. Anti-submarine belts shall attach to anchor points capable of supporting 1650 lbs (pounds). If two straps attach to the same point, that point shall withstand the sum of both anchor point load requirements.

M. Window Nets

1. It is recommended (and may become mandatory in the future) that window nets be installed. Nets may be mounted to the door frame, roll cage or a combination of both. Care must be exercised in the choice of mounting methods to not restrict occupant entry to and exit from the vehicle. Nets must be mounted per manufacturer's instructions. Nets may have an opening not to exceed 6"x6" in the forward part of the net to facilitate passing of time sheets.
2. Window nets shall be installed any time the vehicle is operated with the windows down more than 1" or if the window(s) are unserviceable during stage competition.

PROPER RESTRAINT HARNESS INSTALLATION



5.4. SEATS

- A. Driver and co-driver seats shall be firmly mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. It is recommended the seats be mounted to the roll cage where practical. Seat mounts require the same strength as occupant restraints (3500 lbs.).
- B. The use of hinged-back seats in rally vehicles is prohibited.
- C. Seats designed by the manufacturer to be mounted with a back support brace shall be mounted accordingly. Seats not designed to be mounted with a back support may have one added. Back supports shall be designed and constructed in such a manner as to spread the load over as large an area of the seat back as practical.
- D. Competitors shall retain manufacturer installation recommendations with the cars logbook for review at scrutineering.
- E. The use of an FIA approved seat that includes side head restraints is strongly recommended. The use of SFI licensed seats may be recommended in the future, pending the review of the SFI standard and available products.

5.5. ROLLOVER PROTECTION

- A. Accepted safety cages for new construction are:

1. Safety cages homologated by the FIA or a recognized ASN.
2. Safety cages that meet the specifications (for new homologations) of current FIA Appendix J Article 253, which requires CDS tubing. Refer to the following FIA documents.

Regulations:

http://www.fia.com/resources/documents/994546964_AppJ_Art_253.pdf

Illustrations:

<http://www.fia.com/sport/Regulations/appjdrawings.html>

Although FIA Article 253.8.3 specifies the safety cage material as CDS, Rally America will allow DOM as an alternate material. When DOM is used, it must meet the minimum dimensions indicated in the table below.

<u>Material</u>	<u>Minimum Tensile Strength</u>	<u>Minimum Tubing Dimensions</u>	<u>Use</u>
<u>Drawn over mandrel unalloyed carbon steel containing a maximum of 0.3% of carbon</u>	<u>350N/mm²</u>	<u>1.75" x 0.095"</u>	<u>Main rollbar, front rollbar (FIA drawing 253-39), lateral rollbars or lateral half rollbars, their connection(s) (FIA drawing 253-40), and at least one continuous door bar per side</u>
		<u>1.5 x 0.095"</u>	<u>Other parts of the safety cage</u>

Existing cars with existing 2006 Rally America roll cages will continue to be legal for the foreseeable future. The 2006 roll cage standard appears in this rulebook as Appendix 1.

5.6. FIRE EXTINGUISHERS

- A. Any fire requiring the discharge or partial discharge of any portable or on-board fire system shall be reason to file an Incident Report.
- B. On-Board Systems:
 1. It is recommended that vehicles be equipped with on-board fire systems meeting SFI or FIA standards. Manual or automatic release is allowed. On board systems shall be installed and serviced per instructions from the manufacturer. These instructions shall be available during a technical inspection. In addition, a hand-held extinguisher of at least 10 B:C shall be installed, mounted in accordance with Article 5.6.C.3.
 2. The fire system cylinder shall be securely mounted, in such a

manner that it can be checked during a technical inspection and may be removed for weighing periodically to check compliance to the full weight shown on the cylinder. (Weight is without valve assembly).

3. All on-board fire systems shall be identified with 2 circle "E" decals, one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.

C. Portable Devices:

1. As an alternative, vehicles may be equipped with a minimum of 2 hand-held fire extinguishers, of at least 10 B:C UL rating or equivalent each for a total minimum of 20 B:C. Additional containers and/or capacity are allowed. Hand-held extinguishers may contain any approved agent. For systems not rated in B:C units, the capacity in pounds multiplied by 2 is the equivalent, i.e., a 5 pound extinguisher is equal to 10 B:C. For systems measured in liters, 2.25 is the minimum allowed.
2. Dry chemical extinguishers shall bear certification that they have been serviced annually. Each dry chemical extinguisher shall be removed at scrutineering and shaken to ensure that the chemical is not compacted in the extinguisher. All extinguishers shall be equipped with a visible indication of the state of charge. All extinguishers shall be approved for vehicular use by the DOT, U.S. Coast Guard, SFI or FIA.
3. The fire extinguisher(s) shall be securely mounted in the cockpit. All mounting brackets shall be metal with a quick-type release. Brackets shall be those designated by the manufacturer for 'vehicular' use.

5.7. FUEL CONTAINERS

- A. No fuel other than that carried in the OE fuel tank or FIA FT-3 or higher fuel cell bladder shall be carried in any vehicle.

For any fuel cell located inside the car (e.g., the passenger compartment or trunk), a fireproof and liquid-proof case must surround the fuel cell and its filler. A fireproof and liquid-proof bulkhead may be used separate the cockpit from the fuel cell in place of the fireproof and liquid-proof case. The filler cap and filler pipe or hose is considered part of the fuel cell and must also be separated from the cockpit by the case or bulkhead. Original equipment fuel tank must only be used in their OE positions, and must be separated from the cockpit by the floorpan or a metal bulkhead.

All fuel tanks must be securely mounted to the primary structure of the vehicle. Any fuel tank or cell exposed on the bottom of the vehicle shall be equipped with a stone shield designed to prevent puncture or damage from flying stones and road debris. FIA FT-3 or higher approved fuel cells are recommended.

B. Capacity

1. There shall be no restriction on fuel capacity or dimensions of the fuel tank or cell.
2. The fuel capacity of the vehicle shall be sufficient that the vehicle be able to traverse a total of 90 miles with a maximum of 45 stage miles within that number without fuel replenishment. If other fluids limit the range of the vehicle, the capacity of those fluids shall also be sufficient to traverse that same distance.

C. Fuel pumps and filters shall also be isolated from the driver/co-driver by a metal bulkhead or the fuel cell case. Any nonstandard fuel line located in the passenger compartment shall be made of metal or metal braided construction, with self-sealing threads at all connections.

ARTICLE 6: SCRUTINEERING

6.1. VEHICLE LOG BOOK

- A. All competitors shall use a standard Rally America-vehicle logbook at all performance rally events, except as noted in Article 6.1.B below. Vehicles without logbooks will not be allowed to start. Only one logbook will be issued for each vehicle (other than by way of extension or replacement) and the possession of two logbooks for one vehicle at one time shall be deemed a violation of these Rules.

Scrutineers approved by the Rally America Technical Director shall issue logbooks and use the vehicle's VIN (either manufacturer- or government-issued) as the sole means for identifying a vehicle in the log book.

A complete description of the vehicle, its safety roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle shall be recorded as provided.

At each event, this logbook must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. The Scrutineer, during technical inspection, will note any deviations found regarding safety. If a waiver for the event is permitted the duration of the waiver shall be noted and complied with by the competitor. If a car is protested during an event, the results of this protest shall be noted.

- B. Logbooks shall be presented to any rally official upon demand. Competitors will retain possession of the logbook upon completion of scrutineering. Rally officials may enter safety-related damage in the logbook. Logbooks from other sanctioning bodies and ASNs are accepted at all Rally America performance rally events. A logbook is a record of the vehicle's competition history only, and not proof of legality or rules compliance.

6.2. ANNUAL INSPECTION

Annual inspections are no longer required.

6.3. SCRUTINEERING

- A. Each vehicle entered in a Rally America event shall be required to pass a safety inspection within the 24-hour period immediately preceding the start of the event at a suitable location designated by the organizer. This safety inspection shall be conducted under the direction of an appropriately licensed Rally America Scrutineer. Scrutineers shall conduct the safety inspection in accordance with the standards prescribed by the Rally America rules.
- B. Items to be checked, in addition to those prescribed here will be spelled out in the event's Supplementary Regulations. The entrant of any vehicle initially failing to meet the requirements listed here and/or the event's Supplementary Regulations shall be given reasonable

opportunity to remedy the deficiency and to resubmit the car for inspection as the scrutineer may direct.

- C. Any irreconcilable discrepancies in vehicle safety preparation noted during scrutineering shall be reported by the Chief Scrutineer to the Event Steward. Vehicles that do not meet the safety requirements will not be allowed to start. Rally officials may subject vehicles to further inspection at any time during the event. Vehicles found to be unsafe by the Chief Scrutineer will be barred from further competition.

6.4. MINIMUM SCRUTINEERING REQUIREMENTS

- A. The following vehicle equipment shall be operable and in safe condition:

1. Headlights (high and low beams), parking lights. The base of any auxiliary driving light may not be higher than the lowest point of the front windshield.
 - a. If the rally includes night stages, the car shall be presented to scrutineering with any auxiliary lights to be used during the event. The allowable number of forward facing lights is 8. This includes OEM headlights and fog lamps. Regardless of design, OEM headlights (both high and low beam) count as 2. OEM fog/driving lamps are additional. Unmodified turn signals, parking and daytime running lights (whether separate or integral to the OEM low/high beam unit) are not counted.
2. Taillights, stoplights, turn signals, reversing lights and license plate lamp.
3. Horn, windshield wipers, and windshield washers.
4. Rear view mirrors as required by the State in which the vehicle is registered.
5. Foot brakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability).
6. Tires, including spare, to be inspected for condition of sidewalls as well as tread and for absence of metal protruding from tread. Studded tires and similar tires containing metal protruding from the tread area are prohibited. Further, all tires must have a minimum tread depth of 2/32", measured across the complete tread surface.

Any use of advanced tire sealing or inflating technologies (a.k.a. Mousse) is banned from all Rally America events. Tire warmers are not allowed.

The interior of the tire (the space between the rim and the internal part of the tire) must be filled only with air. Use of conventional inner tubes is allowed.

7. Mud flaps on all drive and rear wheels.

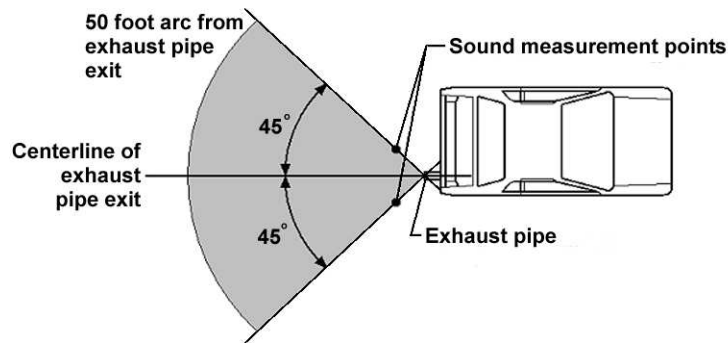
8. Roll cage meeting current Rally America or FIA specifications. Rally America specifications are listed in Article 5.5 and Appendix 1.
9. All vehicles must be equipped with, and each competitor must use, an occupant restraint system as specified in Article 5.3.
10. A laminated safety glass front windshield.
11. If a lead-acid (wet cell) type battery is located in the drivers/co-driver compartment it must be equipped with leak proof caps and enclosed in a non-conductive "marine type" box. Dry Cell batteries commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries are not required to be in a "marine type" box. The hot terminal shall be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle.
12. Hoods shall be fixed closed with hood pins accessible from the outside. Other fastening devices (inside or outside) shall be rendered inoperative, except for the secondary catch.
13. Other items necessary to insure a safe vehicle, such as properly adjusted wheel bearings, absence of fuel leaks, security of seats, proper mounting of equipment in the passenger compartment and trunk. It is highly recommended that any items heavier than eight ounces not be secured with a bungee cord, but rather should be attached using conventional fasteners or a buckled strap. The appropriateness of the attachment is subject to the discretion of the Chief Scrutineer.
14. Towing Eye
All cars will be equipped with a rear and front towing-eye for all events. This towing-eye will only be used if the car can move freely. It will be clearly visible and painted in yellow, red or orange.
15. Cameras and camera mounts shall be of a safe and secure design. The camera shall be secured at a minimum of two points on different sides of the camera. Neither attachment may be elastic or plastic.
16. The floor pan and firewall must prevent the passage of exhaust fumes.
17. A standardized First Aid kit will be required. It will be identified and located in a visible area.
 - a. The kit shall contain: Space Blanket, 2 ea. large wound pads (ABD pads), 2 ea. bandage pads (4"x4" gauze pads), 1 ea. 4" ACE wrap (elastic bandage), package of adhesive bandages (assorted sizes), SAM splint (easily formed splint), Seat Belt Cutter, Penny-Cutter scissors, 1 large sling, latex gloves, 1 roll of duct tape.
 - b. The kit will be identified by a Red Cross.

- c. It is recommended that all competitors in Rally America events complete a Red Cross Multi-media First Aid Course and a cardiopulmonary resuscitation course.
- 18. Minimum of three D.O.T. reflective triangles, one of which shall be within reach of the competitors, from their seats. All three DOT triangles shall have bases to ensure the triangles are self standing. The base may be emptied of ballast.
- 19. Fire extinguishers meeting the requirements in Article 5.6. It is required that at least one hand held extinguisher be within the reach of the driver or co-driver when seated.
- 20. A tow rope capable of towing the vehicle.
- 21. If the vehicle competes with the driver's and/or co-driver's side window in the down position (open more than 1"), appropriate window safety nets must be in place.
- 22. Fuel Sample Acquisition: All cars shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injection. To avoid spillage, the sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. If possible the sampling valve/port shall not be in the engine compartment. In all cases competitors shall provide the labor and appropriate tooling necessary to safely obtain the sample. A manned fire extinguisher shall be present whenever samples are being acquired.
- 23. Power door locks shall be rendered inoperative or replaced with manually operated mechanisms provided by the vehicle manufacturer or like installation approved by the Chief Scrutineer. The steering lock shall be removed or disabled.
- 24. Movable metal sunroofs and/or roof panels have been fixed in the closed position. Glass or plastic sunroofs and/or roof panels are not allowed. Glass or plastic sunroofs and/or roof panels shall have been replaced with metal and shall be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.
- 25. Hazardous Material Spill Kit shall be installed. Spill kits will be available through one of the approved suppliers for a nominal fee.
- 26. Airbags shall be removed.
- 27. Roll cage padding: Any portion of the roll cage which could come into contact with the driver or co-driver's helmet during competition shall be covered with energy absorbing material compliant with either the SFI 45.1 specification or FIA Standard 8857-2001 Type A.

B. Additional Scrutineering Requirements

1. Sound Check

The allowable level of sound is 105 dB, A scale. It shall be measured 18" from either side of the exhaust tip at an angle of 45 degrees from and at the same height of the exhaust exit. The engine shall be running at a minimum of 2500 RPM. The area within a 50' arc, bounded by 45 degrees from either side of the centerline of the exhaust pipe will be on level ground and clear of man-made obstructions. On turbocharged vehicles, the anti-lag system, if installed, should be turned off.



2. Helmets

Safety helmets for both driver and co-driver must meet the specifications listed in Article 5.1.

3. Driving Suits

The driving suits to be worn during competition shall be presented at scrutineering and shall carry a manufacturer's label indicating it meets the specifications in Article 5.2.

4. Vehicle Identification

All vehicles must be presented in a neat and clean condition in order to reflect positively on the event and/or the series. All series-required and event-required decals must be in place.

ARTICLE 7: EVENT OPERATIONS

7.1. PRACTICE AND PACE NOTES

- A. Route instructions and Stage Notes shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check.
- B. Practicing in the area of an event shall be banned for a period of 90 days prior to each rally. Practicing is defined to be reconnaissance of the rally route in any vehicle, by any person associated with the entered team, whether as driver or passenger.
- C. Pace notes shall be banned on rally events and each event should conduct at least one control to check for the presence of pace notes in competing cars.
- D. Pace Notes are defined as detailed notes on the route prepared in advance from other than organizer-supplied information that is made available to all competitors. The use of "pace" notes is prohibited. Privately produced, Rally America authorized, Stage Notes for a given event are not considered Pace Notes for that event unless they have been altered or embellished with information that was not made available by the organizers to all competitors. Notes made in the route book after the first running of a stage are not considered Pace Notes for that event, but are considered Pace Notes in future events.

Any map that is commercially available to the general public may be used. Any additional markings on such map are restricted to official information issued by the organizers of the event, except they may not include the information provided in the official Stage Notes. Any other markings on the map shall be deemed to be Pace Notes.

7.2. STAGE NOTES

- A. A competitor may use Stage Notes provided specifically for that event by a Rally America authorized vendor to assist in traversing the Special Stages. Stage Notes, when offered, are not required to traverse the stages. A traditional mileage-referenced tulip-style route book (per Article 1.7.F) will always be provided to all competitors irrespective of the availability of Stage Notes.
- B. The glossary of abbreviations and symbols that will be used in the supplied Stage Notes shall be included in the preface of the Stage Notes Book. If more than one style of Stage Notes will be available (e.g., both "descriptive" and "numeric"), the glossary for each available style must be included.
- C. Purpose/Disclaimer:
Stage Notes are intended to give a description of the stage roads, including hazards that are known at the time the notes were made. They do not suggest the speed at which to drive the road. Competitors must

realize that the information contained in the Stage Notes is a subjective matter, which cannot fully take into account the capabilities of the individual cars, the competitors, or the prevailing conditions at the time of competition. The responsibility rests with the competitors to drive safely within their capabilities at all times. While every effort is taken with the preparation and production of Stage Notes, no responsibility can be accepted for their accuracy. The event organizers, the author(s) of Stage Notes, Rally America, or any other party involved in the administration of a stage, disclaim any and all liability for any incidents alleged to have resulted from or to be connected in any matter to the use of Stage Notes.

D. Limitations of Use:

In accepting the vendor supplied Rally America authorized Stage Notes, competitors acknowledge and agree to the following conditions of use:

1. The notes will be used without alteration or embellishment unless amendments are authorized by instructions received from event officials;
2. The notes will not be reproduced by any means for use by any other person;
3. The notes will not be used at any other time other than the specific event for which they were provided;
4. Pre-event practicing or testing on special stages is forbidden.

E. Marking Allowances:

To assist teams unfamiliar with this course following language, markings will be allowed in Stage Notes books, provided they specifically fall under the following definitions/types:

1. Entrants may underline or highlight the words in the Stage Notes books.
2. Entrants may convert abbreviations to full words in the Stage Notes books.
3. Entrants may add organizer-supplied information, including all information included in the route book, the official notice board, Supplementary Regulations or event bulletins.
4. On stages that are run more than once, entrants may mark in their Stage Notes books, comments from the first running of a stage for use on subsequent runnings of the stage.
5. To assist entrants that are accustomed to different languages, those entrants may transpose specific information in the book (example: change a 1R to a 6R) but, should that entrant choose to do so, entrant must do these transpositions throughout the entire book, at all instances of that particular note occurring. The stewards reserve

the right to inspect any entrant's stage notes books at anytime, and may retain the top three finishers books, and a random selection of books from other entrants. Inspection can include complete vehicle per Article 8.2.D.1.

6. Terms such as "Brake", "Caution", or similar may be added to alert drivers to changes in the character of the stage (e.g., after a long fast stretch leading to a tight corner).
 7. Distances may be converted from yards to meters or mileage (tenths or hundredths), but must be converted consistently throughout the notes.
- F. The use of Stage Notes in violation of any of the above conditions will be considered using Pace Notes and will be penalized according to Article 7.1.

7.3. STAGES

- A. The stage must be identified in the route instructions, with mileage for the start and finish control.
- B. Competitors shall start the stage at the "00" second mark of their "time out minute".
- C. Competitors must start the stage on separate minutes.
- D. Marshals shall control all intersections within a stage (as regards roads intended for public travel) and/or a barrier with appropriate warning signs (as regards minor off-road trails).
- E. During stages, both driver and co-driver must wear helmets and driving suits conforming to Article 5.
- F. The occupant restraint system required in Article 5 shall be worn at all times while driving during the event.
- G. Windows in the driver and co-driver doors must be closed during stages or appropriate window safety nets shall be used. Windows down more than 1" are in violation of this rule.
- H. A confirmed encounter with moving non-rally traffic on a stage shall be grounds for protest or automatic action by the Event Steward. If a competitor encounters moving non-rally traffic, they should stop the civilians and hold them until they (and the next competitors) can decide the best course of action to ensure that the civilians do not continue down the stage and endanger all involved.
- I. Competitors shall not drive a stage road in the opposite direction of the rally route while the stage is open for competition.

7.4. CONTROLS

- A. General Information
 1. All controls must be noted in the route book, except Observation

Controls, which must not be referenced in the route book.

2. Competitors are required to stop with their cars and have their passage checked at all controls and in the correct order; failure to do this will result in the competitor being classified a DNF.
3. Should a control not be placed, the arrival time at the next control, which is in place should be calculated by adding the transit time(s) and the Emergency Time for the stage, if applicable, plus three minutes for each control not placed. (Thus six minutes if both start and finish of a stage are not placed.) An Arrival Time Control (ATC), with a stage start, is considered one control.
4. The target time for covering the distance between two controls of a transit section will appear on the time card; should a discrepancy occur between the route book and the time cards or the time cards and the marshal logs, the time cards should be deemed official and correct.
5. Throughout the event, the official time will be the local time synchronized with WWV; all controls will have official time available to competitors. Hours and minutes may be shown either in a 12- or 24-hour clock format.
6. All controls, (i.e., Observation Controls, MTCs, Arrival with Start Controls, Finish Controls, and Regrouping Controls) will be indicated by means of Rally America approved signs. A Control Zone is defined as being from 100' prior to the Clock sign or flying finish, to 100' after the manned portion of the control, unless indicated otherwise by gate signs - see Control descriptions.
7. All control zones are considered Parcs Fermé. No servicing is permitted in a control zone, except the cleaning of windows and lights is authorized, providing this act does not hinder the operation of the control or prevent you from starting on your assigned minute. As an example, the opening of your hood or trunk is considered servicing. (refer to Article 7.4.I.). Competitors will be considered to be in the control zone the moment they check into the control, whether or not their car is within the physical boundaries of the control zone.
8. Controls shall be ready to function 15 minutes before the target time for the arrival of the first competitor. Unless officially changed, the controls will close 15 minutes after the target time of the last competitor, plus MPL.
9. Competitors must follow the instructions of the marshal in charge of any control.
10. Competitors may not mark on the time cards (except car numbers at the top of each page).

11. It is the competitors' responsibility to ensure that all times and numbers entered on the time card by the Control personnel are correct and are on the correct page of the time card book. By leaving the Control zone, the competitor acknowledges that all is correct, or that any dispute has been noted on the Control Log sheet.
- B. Control Check-in Procedures (MTC, ATC/Stage Start, Regrouping Controls)
1. The target check-in time, which is the responsibility of the competitors, is the time obtained by adding the ideal time allowed to complete the transit section to the finish time of the Special Stage, or to the out time from the previous time control, these times being expressed to the minute (the seconds having been dropped).
 2. Checking-in can only be carried out if the two competitors and the car are in the control zone or within the immediate vicinity of the control. The check-in time will correspond to the exact moment at which one of the competitors hands the time card to the marshal. Then the control marshal marks on the time card the actual (and official) time at which the card was handed to him, the "Time In".
 3. Should a blockage occur at an ATC and the competing team is unable to reach the timing line (the clock sign) with their vehicle, one of the competitors must check-in during their correct minute, by handing their time card to the marshal during that minute. Failure to do so will result in an early or late time assessment.
 4. If a vehicle enters the control zone prior to its check-in minute, the team will be penalized for an early entry as per Article 8, except as permitted by Article 7.3.B.6 for a MTC In.
 5. The competitor does not incur any penalty for lateness if the act of handing the card to the marshal takes place during the check-in minute. Example: a competitor who is supposed to check-in at a control at 18:58 shall be considered to be on time if the check-in takes place between 18:58:00 and 18:58:59.
 6. At a MTC In, competitors may check-in before the target time without incurring any penalty if the competitors announce the time to the minute which they want to be checked-in and providing that minute has not already passed. If the requested minute has passed, they will be given the current minute.
 7. Any difference between the actual check-in time and the target check-in time will be penalized as per Article 8.
 8. In order to check their clocks, competitors may enter the control zone on foot and consult the official clock at the control without penalty. The other team member and/or car do not need to be in the control zone at that time. However, the control marshal may not give them any information on their target check-in time.

C. Main Time Controls (MTC)

1. Each Leg of a rally will begin with a Main Time Control Out (MTC Out) and end with a Main Time Control In (MTC In). The last instruction in the Route book will be considered the finish of the Leg and the final MTC for that Leg, unless otherwise indicated in the Route book.
2. A MTC In and a MTC Out may be combined into one control zone using one control crew for purposes of a time card exchange.
3. MTCs shall be subject to the general rules for controls (Article 7.3.A). A MTC In shall be subject to the rules for check-in procedures for controls in Article 7.3.B.
4. Organizers will assign an Out-minute for each entrant at each MTC Out, either on the time cards or on a printed schedule. At a MTC Out, competitors enter the control zone during the minute preceding their Out-minute and are released by control workers at the beginning of their Out-minute. An organizer may use one of the following alternate MTC Out procedures if specified in the Supplementary Regulations:
 - a. A "free start" - competitors leave without being required to check out at the MTC Out. They may leave earlier than their assigned Out-minute.
 - b. A compressed start - competitors leave early as per instructions from the MTC Out.
5. Late arrival at a MTC Out shall be penalized as per Article 8 and a new Out-minute shall be assigned by the control workers to prevent the need for making up time on the next transit section.

D. ATC/Stage Starts

1. ATC and stage start controls are subject to the general rules for controls in Article 7.3.A and the check-in procedures for controls in Article 7.3.B.
2. At an ATC, followed by a start control for a stage, the following procedure shall be applied:

These two controls shall be included in a single control area, the signs for which shall be laid out as follows:

 - a. Open gate sign (beginning of zone) - required sign.
 - b. Clock sign (timing car), at a distance of about 100'.
 - c. Furlled flag sign (start of stage), at a distance of about 200'.
 - d. The control zone ends at a distance of 100' from the manned portion of the control or at a Crossbar sign if used.
3. At the ATC at the end of a transit section, the marshal shall enter on

the time card the check-in time of the competitor, and also the ideal starting time for the following special stage. The marshal will normally allow three minutes between these times, and the competitors must be ready to start at that time. The starting interval between all cars for special stages will be one minute, unless retirements or lateness has caused a longer interval or the organizer has extended the interval for the entire field in the interest of safety.

4. It is permissible, if agreed upon by both competitors, for two competitors, running consecutively on the road, to switch positions on the road. The final decision on this switch will rest with the control marshals and shall not result in any competitor gaining an unfair advantage, such as a two-minute "window."
5. Start of a stage will be as follows:
 - a. The competitors and their vehicle will go immediately to the start of the stage (furled flag sign). The marshal there will enter on the competitor's time card the actual starting time for the stage, hour + minute, which will normally correspond to the ideal starting time. The time card will be handed back to the competitor and the marshal will countdown aloud: "30" - "15" - "10" and the last five seconds one by one. When the last five seconds have elapsed, the starting signal shall be given at which time the car must leave.
 - b. The actual start of the stage may only be delayed in relation to the ideal scheduled time by the control marshal in a case of "force majeure."
 - c. In the case of a discrepancy between the ideal and actual recorded times, the actual starting time of the stage will be official.
6. A false start, particularly one made before the marshal has given the "go" signal, shall be penalized by two minutes. The starting marshal is the sole authority in regards to a team's starting time.
7. Special stages commence from a standing start, with the car placed at the starting line. Any car not able to exit the control area under its own power within its designated minute following a signal to start is excluded and the car is immediately removed to a safe place.

E. Stage Finishes

1. Finish Time Controls (FTC) shall be subject to the general rules for controls in Article 7.4.A.
2. Layout of Finish Control
 - a. The Finish Control Zone starts at 100' prior to the finish. Gate signs are not permitted here.

- b. The flying finish of the stage is indicated by a Checkered Flag sign.
 - c. At a distance of 0.1 to 0.3 mile from the flying finish is the FTC, indicated by a Clock sign. The competitors must stop here to have their finish time entered on their time card.
 - d. The finish of the control zone will be at a distance of 100' from the FTC, unless indicated otherwise by a Cross bar sign.
3. To be scored for the stage, competitor must cross the flying finish under their own power or with assistance from another competitor.
 4. Stopping between the flying finish and the clock sign is forbidden.
 5. After receiving the time card back from the control marshal, the competitors must leave the area immediately.

F. Observation "O" Controls

Observation Controls are used to check for contestant violations of state or local laws (especially speeding) in transit sections, contestants' use of "Pace Notes" in stages, and other violations of regulations. When used to check for speeding violations, the contestants may be timed over a known distance from a preceding control or may be checked by radar, the latter being preferred. When used to check for pace notes, an Observation Control should be located within a Start or Finish Control. Contestants' time cards shall be marked to record passage.

Each event should have at least one Observation Control for the purpose of determining if competitors' vehicles are adhering to state vehicle codes. Competitors' vehicles determined to have violated these rules shall be disqualified or penalized per Article 8.

G. Regrouping Controls (RGC)

1. Regrouping Controls may be set up along the route; their entry and exit controls shall be subject to the general rules governing time controls in Articles 7.4.A and 7.4.B. Regrouping Controls should not be considered MTCs, and thus early arrival is not permitted.
2. The purpose of Regrouping Controls will be to reduce the intervals that may occur between competitors as a result of late arrivals or retirements. The re-starting time from Regrouping Controls and not their length must be taken into account. First cars on the road will typically be required to spend a longer period of time than later cars at Regrouping Controls.
3. On arrival at Regrouping Controls, competitors will receive instructions on their re-starting time. They then must drive their car immediately and directly to the designated parking area, Parc Fermé, Parc Exposé, or service area. The re-starting order shall be that of arrival order, unless a reseed has occurred. A new set of time cards

may or may not be issued.

H. Parc Exposé

A Parc Exposé is a location where a competitor is required to bring the vehicle (as stated in the Supplementary Regulations) for public viewing. Anyone may enter a Parc Exposé area. Vehicle checking, tuning, or repair is allowed by either the competitors or service crews.

The Supplementary Regulations will specify the time and place where the Parc Exposé will be located. If a Parc Fermé is also incorporated with the Parc Exposé, then the two locations should be the same to avoid the need for competitors to move their cars.

The Parc Exposé is under the control of the appointed Rally Officials; these officials are authorized to give orders to the competitors. The Parc Exposé may become a Parc Fermé at a time specified by the organizer.

Competitors may be required to bring their cars to a Parc Exposé before the first MTC or at other times outside of a Leg.

I. Parc Fermé

A Parc Fermé is an area where no checking, tuning, or repair of vehicles, including tire changing or refueling, is allowed.

1. A control zone is considered to be a Parc Fermé.
2. A Parc Fermé may also be a location, specified in the Supplementary Regulations, where the competitor is required to bring the vehicle for a specified time. It shall be of adequate size and well closed off to ensure that no unauthorized personnel may gain access. Surveillance shall be carried out by rally officials; these officials are responsible for its operation.

Only rally officials may enter the Parc Fermé. As soon as competitors have parked their cars, they must leave the Parc Fermé. They will be allowed to re-enter (or enter) the Parc Fermé ten minutes before their re-start (or start) time; any violation of the latter will result in a time similar to early arrival at a time control.

If the organizers or the stewards consider that a car is so defective that normal road traffic may be affected, the car must be repaired in the presence of a rally official. The minutes needed for repair will be penalized similar to late arrival at a time control. If the competitor cannot present the car in a road worthy condition, to the MTC Out, during the proper start minute, a new start time will be assigned to keep the competitor from trying to regain the minutes lost.

7.5. MPL AND MPE

- A. Maximum Permitted Lateness (MPL) shall not exceed 30 minutes for an entire event, or for separate legs of an event, as stated in the Supplementary Regulations. MPL will be accumulated by exceeding the

time allowance between two timing controls, the bogey (slow) time allowance for a special stage, or a combination of the two. The penalty for exceeding MPL is exclusion from the event, this is also known as being *Time Barred*.

- B. In no case may early arrival at controls be used as a means of reducing accumulated MPL.
- C. Exclusion for exceeding the maximum permitted lateness may only be applied at a MTC, a Regrouping Control or the end of the rally.
- D. The Maximum Permitted Earliness (MPE) for the entire event will be ten minutes. Exceeding ten minutes earliness on transits will cause the competitor to be excluded from the event.

7.6. TIME ASSESSMENTS

- A. The Event Chairman or stewards have the right to correct any obvious and substantiated timing errors.
- B. All official time assessments may be made in minutes, seconds and tenths (preferred) or minutes and hundredths. However, if minutes and hundredths are used, the final score must be transferred to hours, minutes and seconds for use with the overall results.
- C. In order for a competitor to be scored, he must have:
 - 1. Complied with Article 7.4.A.2 (passage recorded at all controls in the correct order); and
 - 2. Completed all stages in their entirety, as prescribed by the instructions in the route book; an instruction consists of all columns of a numbered line. Non-compliance will result in the competitor being assessed the slowest time for the stage for the first infraction, and exclusion for the second.
- D. When a stage has been stopped, for whatever reason, before the last competitor has completed it, a time for that stage will be assigned to each competitor who has not completed the stage before the stoppage. This time will be equal to the slowest time set before the stoppage. Should the stewards consider that the slowest time set is abnormal, they may choose a time that seems most suitable amongst the three slowest times set prior to the stoppage. No competitor who is totally or partially responsible for the stoppage of that stage may benefit from this measure.
- E. A competing vehicle shall not be moved, after starting an event, by other than its own power except:
 - 1. By unplanned assistance by towing or pushing. The car may not be moved by use of trailers, dollies, tow trucks, or other devices that allow the vehicle to be towed without its wheels on the road surface. Unplanned assistance may not come from any person working as

part of a service crew during any portion of the event. Unplanned assistance may come from any other person, including other competitors; or by official permission or instruction.

Any competitor found to have unreasonably delayed another competitor by their actions shall be disciplined at the discretion of the Event Chairman or stewards.

7.7. QUIET ZONES

Quiet zones are portions of the rally route where competitors must proceed under the following conditions:

1. Maximum speed specified in the Supplementary Regulations or route book; or, if none specified, five mph below the speed limit,
2. No driving lights, low beams only, and
3. Make as little noise as possible.

7.8. COURSE OPENING AND CLOSING

Each rally shall employ a minimum of one course opening vehicle to precede the first competitor on the route by approximately 30 minutes. NO competition vehicle will be allowed to begin any stage before the course-opening vehicle has cleared the stage and declared it open for competition.

Each rally shall utilize at least one course-closing vehicle for the purpose of accounting for all competitors and control closing. At least one other vehicle (sweep) must be assigned to aid stranded competitors and their cars.

7.9. FORCE MAJEURE

While rally organizers have an obligation, as far as is reasonable, to ensure every competitor shall encounter equal course conditions and equal likelihood of hazard, incidents often occur which are beyond the organizer's control. When a competitor encounters such a hazard and receives additional penalty time, it is bad luck. This type of obstruction is called "Force Majeure".

Unexpected obstructions are generally the result of three conditions:

1. Conditions of Force Majeure
2. Conditions created by competitor error
3. Conditions created by organizer error.

Claims arising from conditions created by organizer error (3 above), may be allowed and may be subject to unilateral action by the organizer. Claims arising from conditions of Force Majeure (1 above) or competitor error (2 above) are not to be allowed and are not subject to unilateral action by the organizer.

This Article is intended as a general guideline and does not deny the competitor's rights to submit claims per these Rules, or deny the organizer's

rights to extend the event's Maximum Permitted Lateness in an effort to ensure a qualified finishing field. The stewards have the authority to adjust a competitor's time on a stage or transit if they feel that the safety of another competitor was at stake.

7.10. SERVICE CREWS AND SERVICING

- A. Servicing is defined as either any repair or maintenance of a competing vehicle by any service crew personnel; or repairs or maintenance of a competing car by the driver and/or co-driver using items not carried in the competing car. Unplanned assistance by anyone other than a service crew will be permitted at any point along the rally route, except as forbidden in Parcs Fermé, Control Zones, etc. Accepting help from the sweep crew is therefore allowed.
- B. Servicing is only allowed at the times and locations designated in the route book or Supplementary Regulations. Servicing at other locations on or off the route is forbidden. Whether a service area has Controls or not, it is not permissible for the car to temporarily leave the defined area to test, drive, or "bed-in" brakes etc. Such action is considered illegal servicing as it is outside the defined area.
- C. All members of the service crew must register with the organizer and sign the official Rally America Waiver and Release Form. Servicing by unregistered people is not permitted. All vehicles to be used during the event must be listed on the "Service Crew Registration" form. This includes service vans, rental cars, or any other car carrying service crew personnel. Furthermore all persons riding in these vehicles must register and sign the waiver.
- D. Service vehicles are required to carry fire extinguishers. Any time service is being performed the fire extinguisher must be out of the service vehicle, and readily available. During refueling one crewmember shall have the fire extinguisher in hand in close proximity to the refueling procedure.
- E. Jack stands must be placed under the vehicle when more than one wheel is in the air. The jack stand must support the portion of the vehicle in the air when work is being performed underneath the vehicle.
- F. Service vehicle identification issued by the organizers must be placed in a highly visible location on the front part of the vehicle so as to be visible to an Observation "O" Control. This will be equivalent to a 4"x6" card, preferably brightly colored, with the competitor's car number clearly marked. The service vehicle will have equivalent identification for each of the competitors they are servicing. Service vehicles and personnel must follow their designated route and stop at all Observation Controls encountered.
- G. Service vehicles are subject to the same penalties as the competitors. Any penalty incurred by a service vehicle or personnel will be applied to

the competitors for whom the service crew is registered.

- H. Vehicle(s) and personnel arriving on course (stage or transit) or off course with the intent of providing planned or unplanned assistance to specific team(s) shall be considered to be involved in illegal servicing. Such intent shall be determined based on the judgment of the Event Organizer in agreement with the Event Steward. Penalties will be assessed as per Article 8.
- I. A competing team may receive unplanned assistance from another competing team limited to the following items:
 - 1. Vehicle fluids, excluding fuel
 - 2. Tools and small insignificant items (i.e., fasteners, tie wraps, or duct tape)
 - 3. One wheel/tire assembly
 - 4. Driver/Co-Driver nourishment (i.e., food and drink) or personal items (i.e., pencil, paper or sunglasses)
 - 5. Information
 - 6. Physical assistance (refer to Article 7.6.E.1)

Any parts or assistance not listed here may only be given from one team to another while both teams are in a designated service area. Only Driver/Co-Driver nourishment and information may be provided between teams in any Parc Fermé (including controls).

7.11. EMERGENCY PROCEDURES

- A. If competitors stop on a stage for any reason, they must immediately set out triangles and ensure the vehicle does not impede the passage of following vehicles. Warning triangles are to be set on the same side of the road as the location of the stopped vehicle sufficiently upstream (in advance) based on geographic and weather conditions in the area, to give adequate warning to on-coming traffic. To comply with this rule it is expected that one of the competitors, will place a Reflective triangle in the correct location, within 30 seconds of coming to a stop on a stop. As soon as it is apparent that the car will not complete the stage, then all three triangles must be displayed, with one being placed on the roof or top of the vehicle. Competitors continuing on the stage after stopping must remove all warning triangles before continuing on the stage.
- B. If an accident has occurred and the occupants are still in the car, triangles have not been placed and no sign is displayed, the first competitor on the scene must stop, evaluate the situation, and if necessary display the Red Cross and triangles and render assistance to injured competitors.
- C. Upon arrival of the next vehicle, a quick, accurate assessment of which people can render the best help must be made, with one of the vehicles

immediately proceeding down the stage to the next radio point. This may very well be the stage finish. However, a number of stages now have mid-point radios that are indicated in the route book. Information regarding the exact location (mileage) of the accident and an assessment of the extent of the emergency must be given to the radio personnel.

- D. Upon notification of the Red Cross situation, the stage is immediately stopped and medical personnel are dispatched from stage start with a radio operator to communicate necessary information.
- E. Once the Red Cross is displayed, it must remain displayed. All following competitors must stop and render assistance as needed, control traffic and assure the road remains open to emergency vehicles. Unnecessary teams should then continue to the finish of the stage at transit speed. The competition on this stage is over and it will be scored according to Article 7.6.D.
- F. After the situation has been cleared, the workers at the start control will inform competitors as to how to proceed. At this time, the Red Cross should be removed from the accident scene.
- G. The driver of any vehicle involved in a rally related accident resulting in personal injury or property damage must fill-out an Incident Report Form and file as per Article 1.6.D.
- H. If a competitor has crashed and is not visible from the stage road, or leaves the stage road, and does not require medical assistance, they must show the OK sign.
- I. Failure to comply with any part of these Emergency Procedures will result in a penalty as described in Article 8.2.B.

7.12. VEHICLE IMPOUND

The first place vehicle in all classes at a national event may be impounded for inspection at the conclusion of the event (other vehicles may be selected by the stewards, technical director, chief scrutineer, or their designate). Competitors whose vehicles are to be inspected/torn down will be informed at the final MTC; at this time they must make a representative available to assist the Event Steward and his assistants. Competitors will be disqualified if they fail to follow the impound instructions of the Event Steward or his designee.

7.13. PRIZE FUND AND AWARDS

The event prize fund at a rally shall be exclusive of the manufacturer contingency monies. The total event prize fund shall be distributed as described in the Supplementary Regulations for each event. Normally three cars must start in a class to have money and trophies awarded.

7.14. RESULTS

- A. "Informational" scores may be posted at any time during or after an event. Complete "provisional" control-by-control scores shall be posted for all finishers at a time and place specified in the Supplementary Regulations. However, the Provisional results for national events must be generated and printed by computer from files that will be used to compile the Official results for Rally America and must be sorted by overall sequence and show all stage times and road points, otherwise they cannot be made Official without special approval of Rally America.
- B. Scores shall be signed by the Event Chairman or Event Steward and declared official 30 minutes after the Provisional scores are correctly posted, pending resolution of claims filed during the thirty-minute period. Once the results have been properly declared official they are not subject to any further protest or claim by any competitor, and they may not be altered or changed by anyone, except the Event Steward may correct any obvious errors at any time. While such a change will not affect trophies awarded at that event, it may result in changes to the year end points and seeding. Only the results of claims filed during the thirty-minute time period may alter the Provisional scores.
- C. Official results, including all categories on the Rally America results form, will be posted on the Rally America web site within 24 hours of the Steward's declaration that the results are final. For a national rally, these results must include break down of leg-by-leg results in addition to totals, for all contestants, finishers and non-finishers, as well as finishing position. Results must also include class designations for finishers and non-finishers.
- D. Note to regional rally organizers: A member of the organizing committee must email a copy of the "Official" results to Rally America before noon, Central Time, on the Monday following the event.

ARTICLE 8: PENALTIES AND CLAIMS

8.1. TIME ASSESSMENTS

- A. One-second for each second taken to traverse a stage.
- B. One-minute for each minute early at a Time, MTC, ATC, or Regrouping Control.
- C. Ten seconds for each minute late at a Time, ATC, MTC, Regrouping Control, Parc Exposé (within a Leg of a rally), or Parc Fermé during the rally.
- D. One minute of MPL will be accumulated for each minute of late arrival at a Time, MTC, ATC or Regrouping Control and for each minute, in excess of the bogey time, taken to complete a stage.
- E. One minute of MPE will be accumulated for each minute of early arrival at a MTC, ATC or Regrouping Control.

8.2. OTHER PENALTIES

The penalties listed in this Article can be regarded as the normal penalty, however the Event Steward can apply any of the following as warranted by the offence.

- Reprimand which shall be noted in his or her license file
 - Fine (\$1 - \$1000)
 - Probation of competition privileges
 - Time or position
 - Disqualification from competition
 - Exclusion from competition
 - Suspension of competition privileges
 - Loss of accrued points
- A. Time Penalties
- 1. Two minutes for starting a stage before the starter has given the signal to "go."
 - 2. Two minutes for windows down more than 1" without nets on a stage.
 - 3. Two minutes for Service vehicle or personnel found off course.
 - 4. Exceeding speed limit at Observation Controls.

(.5 min penalty/each)		(1 min/each)		(2 min/each)	
MPH over=	minutes	MPH over=	minutes	MPH over=	minutes
6	0.5	11	3.5	16	9.5
7	1.0	12	4.5	17	11.5
8	1.5	13	5.5	18	13.5
9	2.0	14	6.5	19	15.5
10	2.5	15	7.5	20	17.5

For every mph more than 20 mph over the speed limit, an additional five minutes. In addition, for greater than 15 mph over the speed limit, the Event Steward may exclude competitors who are deemed to be operating in an unsafe manner.

5. Five minutes for initial traffic citation.
6. Five minutes for violation of the Quiet Zone rules.
7. Five minutes for driving the wrong way on a stage (refer to Article 7.3.I).
8. Five minutes for unreasonable delay of another competitor on stage.
9. Ten minutes or exclusion for refusing directions from a rally official, including the marshal in charge of a control (refer to Article 7.4.A.9).
10. Ten minutes for competitors marking on their time cards (refer to Article 7.4.A.10).
11. Ten minutes for working on your vehicle within Parc Fermé or control zones.
12. Ten minutes for illegal servicing.

B. Fines

1. \$50 for incorrect identification (refer to Article 3)
2. \$100 for servicing without Jack Stands with more than one wheel off ground
3. \$100 for not following Emergency Procedures (refer to Article 7.10)
4. \$100 and/or license suspension for not submitting an Incident Report (refer to Article 1.6.D)
5. \$100 for reporting late for a Parc Fermé or Parc Exposé (outside a Leg of a rally)
6. \$100 and possible license suspension for failure to comply with the Emergency Procedures described in Article 7.11
7. \$150 for refueling without manning a Fire Extinguisher
8. \$250 and/or license suspension for Log Book falsifications
9. Up to twice the entry fee for refusing to display organizer or series sponsor advertising

10. \$500 for the first offense of tampering with event equipment during a Championship year
11. \$1000 for second offense of tampering with event equipment during a Championship year

C. Additional Penalties

1. Exclusion for more than one traffic citation
2. Exclusion for second offence of servicing other than in a Service Area
3. Exclusion or other penalties for Class compliant irregularities, at the discretion of the Event Steward
4. Exclusion or other penalties for Stage Safety non-compliance (refer to Article 7.10)
5. Exclusion and/or other penalties for the use of Practice and Pace Notes
6. Exclusion for changes from the competitors or car on the Start List
7. Exclusion for falsifications on the Entry Form
8. Exclusion for not stopping at all controls and in the correct sequence
9. Exclusion and/or other penalties for stopping in the FTC zone before the Clock (refer to Article 7.4.E.4)
10. GN, P, GT, G5, and G2 class cars without proper class ID, will be scored as Open class
11. If a vehicle is found not to be in compliance with the Class rules, the entry can be changed without penalty to a compliant Class, if this is done before the first Time Control
12. Loss of 5 Championship year-end points for second offense of tampering with event equipment during a Championship year
13. Mandatory three-month or two events (whichever is shorter) suspension of the competitor's rally license and immediate disqualification from the event for violation of the pace notes prohibition (refer to Article 7.1.C)
14. Mandatory one year competition license suspension for practicing in the area of a rally within 90 days prior to the event (refer to Article 7.1.B)

D. Car Inspections

1. The Rally America Technical Director, the event's Chief Scrutineer, or their designate, may inspect any competition vehicle at any time. If the vehicle is found not to be in compliance with the rules, the following penalties shall be issued. Claims against vehicles as described in Article 8.3.D are subject to these penalties as well.

- a. Any violations that were in compliance at the beginning of the rally (as indicated on the tech inspection form) and subsequently found not to be in compliance that are not the result of a real incident occurring during the event (see Article 8.2.D.d.ii below) shall be penalized as follows:
 - 1st violation; Exclusion
 - 2nd violation; Exclusion and suspension of competition license for 4 events or 6 months, whichever is longer
 - 3rd and subsequent violations; Exclusion and suspension of competition license for 8 events or 12 months, whichever is longer
- b. Any violations found during the event or at post-event impound that are not the result of a real incident occurring during the event (see Article 8.2.D.d.ii below) shall be penalized as follows. These penalties also apply to fuel violations:
 - 1st violation; 3 class positions
 - 2nd violation; Exclusion
 - 3rd and subsequent violations; Exclusion and suspension of competition license for 4 events or 6 months, whichever is longer
- c. Claims by competitors against P and PGT entrants regarding non-performance violations of Article 10.2.C (see Article 8.2.D.d.i below) that are not the result of a real incident occurring during the event (see Article 8.2.D.d.ii below) are not subject to Articles 8.2.D.a and 8.2.D.b above but shall be penalized as follows:
 - 1st violation; 1 class position
 - 2nd violation; 3 class positions
 - 3rd and subsequent violations; Exclusion
- d. The stewards shall exercise discretion in determining if any violation is either:
 - i) so minor as to have no practical effect on performance (the Rally America Technical Director and/or the Chief Scrutineer's opinions shall be sought in these cases) or
 - ii) is the result of a real incident occurring during the event (an Incident Report shall be filed in such cases, and the stewards are cautioned to determine if the incident is real or contrived).

In such cases the penalty may range from requiring the competitor to address the issue prior to the next event to one class position.

- e. The penalties prescribed above shall be the minimum penalty applied. If the stewards determine that any violation warrants a more severe penalty, they may apply additional penalties as provided under Article 8.2.
 - f. In the case of multiple violations by a competitor as an event, the most severe penalty shall be applied.
 - g. Position penalties will be imposed by computing the time necessary to move the competitor being penalized 0:00.1 behind the competitor in the class position the penalty prescribes. In the case where there are fewer finishers than the penalty prescribes, the position penalty will still be imposed. For example, if there are only three finishers in a class and a 3 position penalty is imposed on the 2nd place finisher, they will only receive 5th place points, final results would be 1st, 2nd, 5th. Overall position changes are not predetermined by these penalties, but are the result of class position changes. There will be no gaps in Overall finishing positions.
 - h. In every case, the violation, regardless of penalty, must be corrected PRIOR to pre-event technical at the next Rally America event where the competition vehicle is entered. Failure to do so will result in exclusion from this event (not the event where the violation originally occurred). If the competitor has any question as to whether the violation has been satisfactorily resolved, they shall consult with the Rally America Technical Director prior to presenting the competition vehicle for pre-event technical inspection.
2. The competitor shall be responsible for performing the disassembly, re-assembly and resultant expense for any inspection to confirm vehicle legality, ordered by the Event Steward or his designee.

8.3. CLAIMS

The right to file a claim lies with any competitor who may consider himself/herself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event.

A. Types of claims

- 1. An inquiry is an informal written communication from the competitor to the organizer, describing a situation and/or requesting an action. It requires unilateral action on the part of the organizer; organizers will respond in writing.
- 2. A protest is a written communication, on an official protest form, from a competitor to the Protest Committee. A committee of three voting members shall settle all protests. This committee will consist of the Event Steward (or his/her representative) who will act as chairman, and will also select two or three other members. The Event Steward

will chair the meeting and will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held.

3. Protests must be submitted to the Event Steward on the official Protest Form and be accompanied by a \$50.00 fee, in cash, per item. These forms will be available at the final MTC In, or from the Event Steward. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the claimant. Written witness statements and the committee's decision will be taken during the meeting and kept on file by Rally America.
4. Monies from claims which are denied and which are kept by the Protest Committee shall be collected by the Event Steward and forwarded to Rally America.

B. Claims Against the Conduct of the Event

Claims submitted for situations arising on the route or control procedures must be submitted within 30 minutes of the contestant's in time at the final MTC. Claims prompted by the posting of provisional scores shall be submitted within 30 minutes of the posting of those scores and must be based on information contained in those scores

C. Claims Against Competitors

Claims submitted against the actions of another competitor must be submitted within 30 minutes of the claimant's in time at the final MTC.

D. Claims Against Vehicles

A claim (protest) against the legality of a competition vehicle shall be lodged no later than the protester's arrival at the final time control (MTC) of the event.

At the end of each event, the competition vehicles will all be held in Parc Fermé until the last car arrives at Parc Fermé. Vehicles against which there are claims shall be held until the claims are resolved.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event. Any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation shall be penalized by the Event Steward as listed in Article 8.2.

The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be, at a minimum, \$200.00.

If, upon inspection, the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Protest Committee at the end of an event with the exception of Automatic Penalties (refer to Article 8.2).

8.4. APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Protest Committee. A written notice of intention to appeal and one half of the appeal fee (\$100.00) must be given to the Event Steward within 30 minutes of the announcement of the decision of the Protest Committee. A written notice of appeal, and including the balance (\$100.00) of the appeal fee of \$200.00, shall be received by the Rally America within ten days after the announcement of the Protest Committee's decision.

An appeal will be heard by a Court of Appeals (appointed by Rally America) to consider its merits. The Court of Appeals will render a final decision within 15 days of the receipt of the written appeal. Appeals that are upheld may alter the official results of an event but will not affect the trophies already presented by the event's organizers. Pending the disposition of an appeal, all cash awards affected by the appeal shall be withheld until its resolution.

Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee. If the Court of Appeals does not find for the appellant the fee may be forfeited.

8.5. CONDUCT OF CONTESTANTS

A. Required Conduct

Every contestant shall conduct himself in a sportsmanlike manner at all times during a national or regional event in his dealings with the public, with other contestants, and with members of the rally committee.

Any person connected with the event (worker, competitor, official, etc.) using alcoholic beverages or controlled substances during the competition portions of the event will be severely disciplined and immediately removed from the event by the Event Chairperson or the Safety Steward.

B. Charges

Any participant charged with an offense under this Article shall be fully apprised of the charges and afforded an opportunity to answer them in writing to Rally America.

C. Discipline

1. National Competitors

Any participant so charged who in Rally America's judgment is guilty of unsportsmanlike conduct or other reprehensible behavior in connection with a national rally shall be disciplined by Rally America. Such discipline will be from the range of penalties described in Article 8.2 or as described below as deemed commensurate with the nature and gravity of the offense:

- a. A private letter of warning shall be written by Rally America to the offending contestant setting forth his breach or breaches of conduct and cautioning him that any further act detrimental to the best interests of the sport will result in more strict disciplinary action; or
- b. A letter of censure shall be issued setting forth his breach(s) of conduct and censuring him for conduct detrimental to the best interest of the sport. Any further offense of the same or similar nature shall automatically result in his disqualification from further participation in national or regional events for a period of one year from the date of the latest offense and in forfeiture of his standing in the championship competition for that year; or
- c. Suspension from the National/Regional Rally program up to a period of one year from the date of the offense; and a \$500.00 fine.

Rally America will honor and extend to the National Rally Series any discipline concerning regional events.

2. Regional Competitors

Any person charged with a violation of this rulebook in connection with a regional event will be apprised of the charge and afforded an opportunity to answer the charge in writing to Rally America. Any person so charged who, in Rally America's judgment, is guilty of unsportsmanlike conduct or other reprehensible behavior shall be disciplined by Rally America. Discipline shall take one of the following forms, as Rally America may deem to be commensurate with the nature and gravity of the offense:

- a. A private letter of warning shall be issued by Rally America to the offending person describing the breach of conduct and cautioning that any further act detrimental to the best interests of the sport will result in sterner action; or

- b. A letter of probation shall be issued describing the misconduct and censuring the competitor for conduct detrimental to the best interests of the sport. Any further offense of the same or similar nature shall result in automatic disqualification from participation in regional events for a period of one year dating from the most recent offense and in forfeiture of any standing in the championship competition for that year; or
- c. A fine (of up to \$250) may be imposed by the Event Steward or other court. If unable to immediately pay the full amount of a fine, a driver must surrender his/her competition license to the steward or court. A driver's competition privileges shall be under suspension as long as the fine remains unpaid. All fines shall be forwarded to Rally America by the Event Steward or court; or
- d. Suspension from participation in any regional event for an indefinite period of time.

ARTICLE 9: ANNUAL CHAMPIONSHIPS

9.1. DRIVER AND CO-DRIVER NATIONAL CHAMPIONSHIPS

A. National Championships

Each year Rally America shall recognize National Championships in two categories that shall be known as *Driver* and *Co-driver*. The National Overall Championship for Driver will be awarded the *John Wolfe Cup* and Co-driver will be awarded the *Grant Whitaker Cup*. The 2WD Championship Driver will be awarded the *Jon Woodner Cup* and 2WD Overall Co-Driver will also be recognized.

Competitors in the Open Class, Production Class (Production and RallyTruck Class combined), Production GT, Group 5, Group 2, and Group N shall also be eligible for separate championships for drivers and co-drivers. The Production Class Championship Driver shall be awarded the Roy Donison Cup.

The total number of events that will be counted in the National Championship season will be approximately 70% of the total number of events (rounded up). The total number of events to be counted in each competition season will be published with the National Championship calendar.

Ties in the final point standings will be resolved according to each competitor's record of 1st place finishes, then, if necessary, the number of 2nd place finishes, then, if necessary, the number of 3rd place finishes, and so on, down to 10th position. All events entered will be considered for tiebreakers. If the tie is not resolved in this manner, it shall remain a tie.

B. In national rallies, points shall be awarded to both driver and co-driver based on the competitor's overall finishing position as follows:

Finish Position	Points
1st	20
2nd	15
3rd	12
4th	10
5th	8
6th	6
7th	4
8th	3
9th	2
10th - last	1

If, at the end of competition, a tie score exists, the tie will be broken and the position awarded to the team that finishes ahead of the other(s) for the most number of stages. If still tied after that, the position will be awarded to the team that finishes ahead of the other(s) for the most

number of legs. If still tied after that, the position will be awarded to the team that finishes ahead of the other(s) on the last stage scored.

- C. For each national event on the calendar, one point will be awarded for starting each event, and one additional point for finishing the event. For example, if a competitor finishes 8 events, he will receive 16 points towards the Championship total. These points will be awarded for each of the competitor's starts and finishes in national events and is not limited to the events counted towards the Championship.
- D. Competitors driving Open, Production, Production GT, Group N, Group 5, and Group 2 classes will also receive points earned for separate championships based on their finishing position within their class. The points system in Article 9.1.B, plus the addition of starting and finishing points (Article 9.1.C), will be used to calculate standings in these championships.
- E. Competitors driving 2WD vehicles will also receive points for 2WD Overall Driver and Co-Driver, based on their finishing position compared to other 2WD competitors. The points system described in Articles 9.1.B and 9.1.C will be used except that the finishing positions of 4WD competitors will be ignored in assigning points. Thus, a driver who finishes third overall on a national rally behind two 4WD competitors he/she will receive 22 points (20 plus two starting points).
- F. Points earned in one category or class are not transferable to any other category or class.
- G. Rally America shall annually determine the number of awards to be presented to the national competitors in each category and class and the place and time of the annual awards ceremony.

9.2. ROOKIE OF THE YEAR AWARD

Rally America shall annually select a recipient for the Rookie of the Year Award to recognize the driver who has made the most significant progress in his first year of national competition. Selection will be based on the driver holding a National License for the first time and finished the highest in the overall year-end standings.

9.3. MANUFACTURER'S CHAMPIONSHIPS

Currently, there are no Rally America Manufacturer's Championships.

9.4. NORTH AMERICAN RALLY CUP (NARC)

This competition is designed to stimulate international competition between Canada and the United States. NARC eligibility rules and requirements are agreed to by all participants in NARC and published solely by CARS.

9.5. NARC FOR MANUFACTURERS

The NARC for manufacturers is designed to stimulate interest in and support of rallies by manufacturers. NARC eligibility rules and requirements are

agreed to by all participants in NARC and published solely by CARS.

9.6. DRIVER AND CO-DRIVER REGIONAL CHAMPIONSHIPS

The Regional Championships are for competitors who primarily compete in their region's events. The top three drivers in each class from each region will be invited to the Regional Cup Championship event to compete for the overall Championship.

A. Season

The regional season is from January 1 through December 31 of each year.

B. Regions

There will be four regions: East, Southwest, Northwest and Central. The border between the East and Central regions is a straight line extending past but intersecting Detroit, Michigan and Baton Rouge, Louisiana. The border between the two western regions and Central is a straight line extending past, but intersecting, Lubbock, Texas and Billings, Montana. The border between the Southwest and Northwest shall be a line extending east from the border of California and Oregon.

C. Classes

Vehicles will run in classes as described in Article 10.1. All of these classes will be included in the Regional Championship. An event organizer, with prior approval from Rally America, may divide his/her entry field into additional classes for the purposes of event awards and/or the computation of points for independent regional championships.

D. Regional Championship

1. Titles

Regional competitor champion titles are established in each of the Regions for each of the classes established in these Rules. Titles will be determined for eligible competitors by the highest total of event points accrued in class, based on the rules below, during the declared season.

2. Eligibility

Any competitor holding a Rally America regional competition license is eligible to register for one of the Regional Championships, as are CARS, FMAD or FIA licensed competitors (subject to the limitation below). All competitors registered for a specific Regional Championship will accrue points at events in that region as well as out-of-region events.

Competitors who appear on an FIA Seeded Driver List (Priority A or Priority B) are not eligible to register for or to score points in a Rally America Regional Championship.

3. Participation

Any competitor may register for a single Regional Championship when applying for a Regional competition license.

4. Event Points

All Rally America sanctioned regional events will award points for the purpose of determining Regional Champions. A competitor must be registered for the Regional Championship prior to the event. If the competitor is not registered, he/she will NOT accrue points for that event.

Selected events held outside of the U.S. may also award regional points (as "out-of-region points"), if approved by Rally America. Competitors must obtain approval from Rally America BEFORE the out-of-country event is run, in order to count points earned.

Points shall be awarded to both driver and co-driver based on the competitor's overall finishing position as follows:

Finish Position	Points
1st	20
2nd	15
3rd	12
4th	10
5th	8
6th	6
7th	4
8th	3
9th	2
10th - last	1

If, at the end of competition, a tie score exists, the tie will be broken and the position awarded to the team that finishes ahead of the other(s) for the most number of stages. If still tied after that, the position will be awarded to the team that finishes ahead of the other(s) on the last stage scored.

In the awarding of points for championship purposes, the finishing positions held by competitors not registered for that regional championship will be ignored.

5. Event Weighting

Event coefficient designations will act as multipliers. For example, a first place finish in a Coefficient 1 event gains 20 points while a first place finish in a Coefficient 3 event gains 60 points.

6. Categories

Drivers and co-drivers may earn points in either category of the

championships, but they may not combine these points to produce one total. Points accumulated in one class may not be combined with points from another class.

7. Points Totals

Competitors may count their best two thirds of the number of the coefficients in their region (rounded up to the nearest whole event) to a maximum of 18 coefficients. No more than 5 of those coefficients may be from out-of-region events.

8. Championship points for organizers will be awarded equivalent to those awarded for winning the event they conduct. These points will be awarded to three key positions of the organizing committee (for example, Chairman, Rallymaster, Chief of Controls, Safety/Emergency Coordinator, Spectator Safety Coordinator). These points are limited to one position per regional season per person. It is the responsibility of the organizing committee of each event to determine who will receive these points and to inform Rally America. Competitors may only accrue organizer points if they are registered for the championships.

E. Tie Breaking

Ties in regional competition will be resolved on the following basis:

1. The winner shall be the competitor with the most points earned within the region (i.e., not including out-of-region points).
2. If further resolution is required, the winner shall be the competitor with the most points earned on the Coefficient 3 events, then Coefficient 2 events, and finally Coefficient 1 events.

F. Regional Series Administration

1. It shall be the responsibility of organizers to ensure that correct results from each event are furnished to Rally America. Any questions regarding the accuracy of points assigned should be referred to Rally America.
2. Trophies will be awarded to the top three finishers in class for each region at the end of the season.

G. Regional Cup Championships

1. The top three drivers in the Regional Championships (in each class and in each region) will be invited to the Regional Cup Championship event to compete for the title of Regional Cup Driver Champion. Drivers must enter in the class that they qualified in to be considered for Regional Cup competition. The highest finishing invited competitor in each class will be declared the Regional Cup Champion for that season.
2. The presentation of the Regional Cup Champion awards will be

made at the Regional Cup Championship event awards ceremony.
Rally America will establish, secure, and present these awards.

ARTICLE 10: VEHICLE CLASSES AND ELIGIBILITY

10.1. OVERVIEW

There are four vehicle categories; some have separate classes within them.

Category	Classes
Open	Open, Group 2, Group 5
Production	Production, Production GT, Rally Truck
Historic	Historic
FIA Group N	Group N (N1-N4)

The above listed categories and classes are used at Rally America sanctioned performance rally events.

- A. Vehicles entered in Rally America classes of performance rally events shall be based on a model built by a recognized manufacturer that is listed in an edition of the NADA Car Guide.
- Vehicles that meet homologation requirements in FIA Group N are also eligible to compete in performance rally events. When competing in national events, only currently homologated vehicles presenting proper homologation papers will be eligible for the Group N Championship.
- B. Eligibility is restricted to street licensed, closed-bodied, four-wheeled vehicles. Fabric tops and side panels are prohibited.
- C. If a vehicle does not meet the specifications of any class, the Event Steward will place the vehicle in the most appropriate class for competition. The vehicle will be considered "exhibition" only and not eligible for event or season trophies, points, or cash awards.
- D. Any vehicle that has been assigned a "ProRally" logbook at any time prior to January 1, 1999 shall be allowed to continue to compete in regional events and score championship points (for example, an Open Class vehicle with an adjusted engine displacement larger than 5100 cc). This does not exempt such vehicles from the requirements of Articles 5 and 6.
- E. Age limits of vehicles for National Championship competition as of January 1 of the competition year.
- Homologated Classes - FIA extended limits
- F. All Performance Rally vehicles are required to use either:
1. Unleaded gasoline with a minimum specific gravity of 0.735 at 60 degrees Fahrenheit and containing no MTBE.
 2. Diesel fuel.
 3. Alternative fuels (e.g., Propane) must be approved by the Technical Director 90 days in advance of the event.

Rally America will be testing for lead, MTBE and specific gravity at

national events as well as selected regional events.

- G. For all classes, wings or aerodynamic devices are only permitted if they are part of the vehicles homologation, or are available from the vehicle's manufacturer and comply with the Class rules.
- H. For all vehicles in all classes for all Performance Rally events, a functional catalytic converter shall be installed. Functionality shall be determined by the following: 1) A visible and complete grid within the catalytic converter, or 2) a heat gain of 5% or greater from the inlet to the outlet of the cat with the outlet being hotter.

The only exceptions that may be granted to the above rule, and then only if documentary evidence is kept with the vehicle logbook, are:

- 1. For vehicles running the event powered by diesel fuel.
- 2. For vehicles that were imported into the USA prior to 1980, and that did not have a similar model by that manufacturer that was sold in the USA with a catalytic converter.
- 3. For U.S. vehicles sold prior to an EPA catalytic converter requirement.

I. Restrictors

- 1. All forced induction, four wheel drive vehicles entered in Performance Rally competition shall have an air inlet restrictor with a maximum internal diameter, regardless of temperature, per the table below. The maximum internal diameter of the restrictor shall be maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades. The inlet restrictor shall have a single, circular opening through which all inlet air passes. There shall be no other provision for airflow to the pressure unit. The inlet restrictor installation shall include provision for sealing by the scrutineering staff.

Adjusted Engine Displacement	Inlet Restrictor Size
Production	N/A
<u>Production GT, 2651cc and up</u>	32mm x 3mm
Group 2	N/A
Group5	N/A
Open	34mm x 3mm
Group N	Per FIA Regulation

- 2. If the vehicle is fitted with more than one pressurizing unit, the area of the combined units shall not exceed the area for one unit as listed above.

J. Vehicle weight

1. Vehicle weight is the real weight of the car, less fuel, driver, co-driver, and their personal equipment.
2. In case of a dispute during weighing, the full equipment of the driver and co-driver will be removed, including their helmets.
3. Headphones external to the helmet, tools, spare parts including tires and wheels, and championship recording equipment shall be left in the car.
4. At no time during the event may a car weigh less than the absolute minimum real weight stated in these regulations.
5. The use of securely fixed ballast to complete the weight of the car is permitted.

10.2. CLASS RULES

A. Group N

This class consists of large scale series production touring cars built in accordance with FIA Technical Regulations, Appendix J, Articles 251 (definitions), 252, 253 and 254. This includes FIA Group N cars (cars that fully comply with all FIA Technical Regulations) and Rally America Group N cars (cars that comply with the FIA Technical Regulations as strictly as practical for US based entrants).

The following apply to Rally America Group N cars:

1. Vehicle identification and chassis numbers will not be used as evidence of violation of FIA appendix J.
2. Since specifications and parts listed in homologation papers (including applicable VO, VF, etc.) are clear and concise, they shall be the primary criteria for determining legality by the Scrutineer. The applicable homologation and variant numbers must be declared at technical inspection, and noted on the inspection form and vehicle logbook.
3. All vehicles are required to comply with parts and specifications required by Article 254 for the vehicle for which the declared homologation was written with the following conditions:
 - a. Those parts and specifications not listed by homologation (including applicable VO, VF, etc.), and in the judgment of the Scrutineer could not create a significant competition advantage or safety issue or significantly alter the appearance of the vehicle, are not required in Rally America Group N.
 - b. Those parts and specifications not listed by homologation (including applicable VO, VF, etc.), and in the judgment of the Scrutineer could create a significant competition or safety issue,

or significantly alter the appearance of the vehicle, are required in Rally America Group N.

4. In the case of technical protest by a fellow competitor, the burden of proof shall be upon the party filing the protest. In the case of an inquiry or request for action by the Scrutineer, the burden of proof shall be on the protested party. The stewards will strictly follow the judgment of the Rally America Technical Director, or in his absence, the Chief Scrutineer regarding claims of Rally America Group N class violations. Penalties may range from requiring alterations be made prior to the next event, time penalties and in the most extreme cases of competitive advantage the penalty may be exclusion.

B. Open Category

1. The Open Category is comprised of three classes: Open, Group 5, and Group 2. It is the intent of these Rules that vehicles competing in the Open Category be based on production vehicles. Innovation and modifications within the rules is encouraged. Non-production based vehicles (i.e., "one-off" vehicles) built from the ground up, are explicitly prohibited. In general, freedom is given to modify any component of the vehicle providing that it is not otherwise restricted below.
 - a. Vehicles entered in Open class competition shall also comply with the Open Class Technology Allowances listed in Article 10.2.B.6.
2. The engine is unrestricted, but must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.
3. For Open Class and Group 5; adjusted engine displacement must be no greater than 5100cc using the following multipliers:

Type	Multiplier
Rotary	1.8
Turbo/Supercharged	1.7
Pushrod	0.8

All applicable multipliers must be used in determining adjusted displacement.

4. Anti-lag systems:

It is strongly recommended that forced induction anti-lag systems be capable of being turned-off without the driver/co-driver having to exit the passenger compartment to facilitate operation only on special stages.

5. Bodywork:

- a. Exterior panels, except for allowed flares, must be visually similar to the original components, including bumpers. Except

for doors, bolt-on body pieces may be constructed of an alternate material. Driver and co-driver doors must remain as originally manufactured with regards to door structure or, if the original structure has been removed or altered, either a door panel that is compliant with FIA drawing 255-14 must be installed or the safety cage must include a sill bar plus 2 continuous door bars containing four vertical studs. Homologated roll cages may not be modified. Interior door panels are required to provide protection from metal edges. This applies to front doors only on four door vehicles.

Roof mounted, commercially available cooling vents are allowed. Any significant deviations from road-going components available from the manufacturer of that vehicle must be approved in advance by Rally America.

- b. The original windshield, A and B pillars, must remain original. The floor pan and firewall must remain original; however, they may be modified only to the extent necessary to accommodate alternate components.
- c. Fenders may be modified to the extent necessary to provide tire clearance, fender flares may be added in order for the body to fully cover the tires when viewed from above.
- d. Wheel diameter and width are unrestricted; however, when viewed from above, the body and/or fender flares must cover the tires and wheels.
- e. The original side and rear window(s) may be replaced with a polycarbonate equivalent of equal or greater thickness than the original glass. The windshield can only be replaced with material identical to that of the original as long as it is some form of laminated safety glass.
- f. Open Category pickup trucks are not required to have the stock tailgate or rear bumper, or visually similar replicas of the stock tailgate and rear bumper in place. In the absence of the OE rear bumper, there must be a substantial structure to protect the fuel tank or cell if any part of the fuel tank or cell is mounted behind the rear axle centerline.

Open Category pickup trucks are required to have a front bumper visually similar to OE, and all other exterior body panels per this Article.

6. Open Class Technology Allowances

Performance Rally cars eligible to score points in the Driver's Championship and/or the Manufacturer's Championship of the National Open Class shall meet the following criteria, in addition to all criteria listed in the Rules for the Open Class. Group 2 and Group

5 vehicles, while falling under the general prescriptions for Open Category, are not bound by this Article. Performance Rally vehicles that fail to comply with these regulations, but do comply with FIA Homologation requirements, shall not be eligible to score points for the Open Class Championship. An example of this type of car would be a vehicle constructed to current FIA World Rally Championship or FIA Group A specifications.

- a. Weight: All Open Class vehicles with adjusted displacement less than 2,750cc must weigh no less than 2,600 lbs. All other Open Class vehicle's minimum weight remains 2,700 lbs.

The vehicle weight is determined according to Article 10.1.J.

- b. Electronic Controls: No type or form of electronic control is permitted for the following components:
 - i. Suspension, steering, braking, gear change/clutch, front and rear differentials.
 - ii. Simple engine cut operating during a mechanically activated gear change is permitted.
 - c. Gear Change: The use of an unassisted manual sequential gear change mechanism is allowed.
 - d. General Specification:
 - i. The use of any unmodified component which complies with a currently valid FIA Group N homologation for any vehicle is permitted subject to such components complying with the regulations regarding the use of electronic controls set out in (b) above.
 - ii. The definition of "Unmodified Component" includes, but is not limited to, any electronic mechanisms or controls that are essential for said homologated components operation.
7. Only water is allowed to be injected into the intake manifold on vehicles with "water injection" systems on Open Category vehicles. No methanol, alcohol, or any other hydrocarbons are allowed in the "water injection" system. Trace amounts of methanol (<2% by volume) are allowed to account for trace amounts of temporary overnight antifreeze left in the system.
- In no instance should anything other than water be contained in any tank in passenger compartment while the car is in competition. Washer solvent and brake fluid are flammable.
8. Group 5 Class: Vehicles must be 2WD, normally-aspirated, turbocharged or supercharged models sold globally in minimum quantities of 1000. Drive configuration must remain as originally manufactured (front-engine, front-drive; rear-engine, rear-drive; etc.).

9. Group 2 Class: Vehicles must be 2WD normally aspirated models sold globally in minimum quantities of 1000. Drive configuration must remain as originally manufactured (front-engine, front-drive; front-engine, rear-drive, etc.).
 - a. The engine is unrestricted; with the following exceptions, no forced induction; must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.
 - b. Maximum displacement no greater than 3080cc. Vehicles must meet the following minimum weight (as defined in Article 10.2.B.6.a) dependant and number of valves per cylinder:

Maximum displacement	Minimum Weight (2 Valves/Cylinder)	Minimum Weight (>2 Valves/Cylinder)
1050cc	670 kg (1477 lbs)	720 kg (1587 lbs)
1450cc	800 kg (1763 lbs)	840 kg (1851 lbs)
1660cc	850 kg (1874 lbs)	920 kg (2028 lbs)
1860cc	890 kg (1962 lbs)	970 kg (2138 lbs)
2070cc	930 kg (2050 lbs)	1000 kg (2205 lbs)
2270cc	970 kg (2138 lbs)	1030 kg (2271 lbs)
2570cc	1030 kg (2271 lbs)	1080 kg (2381 lbs)
3080cc	1110 kg (2447 lbs)	1150 kg (2535 lbs)

Rotary engines are allowed with stock OE porting and induction.

The displacement for a rotary is subject to a multiplier of 1.8 which shall be applied to the 2 valve weight chart above.

C. Production Category

1. The Production Category is comprised of two classes: Production and Production GT. RallyTruck is incorporated within these classes by factor. The purpose of the production category is to provide an opportunity for rallyists to compete utilizing automobiles whose preparation is limited to improving their safety and reliability.
2. All street-licensed, closed-body, four-wheel vehicles that are available for retail sale (in minimum quantities of 1000 per year in the United States) are legal.
3. No updating or backdating of cars, models, and/or components is permitted.
4. They must be standard models as sold in the U.S., except for authorized changes. A "model" is basic manufacturer's designation (e.g., Subaru Impreza WRX, Volkswagen Golf GTI, Acura RSX Type S, Chevrolet Cobalt SS; a model is a specific vehicle not a general category).
5. Vehicles titled as "assembled" or "shop-made" are permitted; however, the competitor must declare the model year of the vehicle and said vehicle must have all the components and must meet all the

Production Class rules for that model year. The vehicle identification number (VIN) for the vehicle must be permanently affixed to the vehicle either as a manufacturer's VIN plate or as the assembled title number stamped in the firewall.

6. Class Parameters

Production Class vehicles must have engines with an adjusted displacement no greater than 2650 cc. In addition, Production Class cars must have a minimum weight equal to 1.05 lb. per cc. of adjusted displacement. The vehicle weight is determined according to Article 10.1.J. The Technical Director reserves the right to make weight changes or create new engine category multipliers during the season for competitive adjustments. All applicable multipliers must be used in determining adjusted displacement. The following multipliers apply to the indicated cars:

Type	Multiplier
Rotary	1.8
Turbocharged/Supercharged	1.7
Four-wheel drive vehicles	1.3
Pushrod, single cam in block	0.8
Three valves per cylinder	1.1
Four valves per cylinder	1.2
Diesel	0.8
Variable cam timing	1.1

Vehicles with variable cam timing must use a multiplier of 1.1. For example, a 16-valve engine with variable cam timing would be limited to 2007cc ($1.2 \times 1.1 \times 2007\text{cc} = 2649\text{cc}$).

All other vehicles meeting the eligibility requirements of this Article but with larger than 2650cc adjusted will run in the Production GT class. No minimum weight is specified, being dependent on preparation rules.

- a. All all-wheel-drive Production GT vehicles with forced induction shall have an air inlet orifice of thirty two millimeters (32mm) diameter or less. If a restrictor is needed to meet this requirement, the placement and width of that restrictor shall be as described in Article 10.1.I. If the vehicle is fitted with more than one pressurizing device, the area of the combined restrictors shall not exceed the area for one.
- b. Two wheel drive Production Category vehicles with forced induction are not required to have an inlet restrictor.

7. Shop Manual and Specification Form

Each entrant shall have an official factory shop manual for his vehicle and present it at scrutineering. The manual shall also be

made available in case of any inspections or claims. Competitors who do not present a shop manual at scrutineering will be scored as a DNS or may move to another class prior to the first car's leaving the main time control.

- a. "Shop Manual" may be in traditional book format, or other manufacturer supplied media. If supplied in other formats, entrant must also supply device to read the media.

8. Vehicle Preparation

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications explicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs. Original equipment, as defined, is an item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States.

Dealer-installed options, except as required by factory directives (no matter how common), are not included in this definition. Port installed options are considered the same as Dealer-installed options.

9. Authorized Modifications

All items that are not specifically allowed or referred to as "unrestricted", in this Article, must be of original manufacturer's specification. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are permissible.

10. Lighting Devices

All lighting and signaling devices must comply with the legal requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector, and the bulbs. The mounting of additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse lights is authorized provided they will only switch on when reverse gear is engaged. The mounting of maneuverable searchlights is prohibited.

11. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are unrestricted;

however, a single engine oil cooler and the necessary fittings may be added.

Aftermarket replacement radiator hoses and liquid coolant hoses are authorized for P and PGT vehicles, provided that their installation requires no other component modification (direct OE replacement). No other hoses may be replaced by aftermarket hoses (for example, aftermarket intercooler connection hoses are not allowed), unless authorized elsewhere by Rally America.

12. Induction

The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed. The elements that control the quantity of fuel fed into the engine may be changed. The standard factory ECU shall be retained, but may be reprogrammed. The vehicle shall be capable of running if a standard ECU was reinstalled. No alteration of the wire loom is allowed, except for the purposes of connecting a "Piggy Back" engine controller. The components that control the quantity of air in the engine shall not be changed or altered in any manner except for the addition of a restrictor if required. The original air filter (OEM specification) and air filter housing may not be modified, however the components upstream of the housing may be moved, modified or removed. Boost on supercharged or turbocharged vehicles is unrestricted and a manual boost control and associated hardware is authorized. A "piggy back" controller may be used to alter the function of the ECU, to similar effect as reprogramming the O.E. ECU.

Inlet ducts (or hoses), which connect from the turbocharger inlet / restrictor to the airflow meter on PGT cars, may be modified for the purpose of easier access to the restrictor. The function and purpose of the duct (or hose) must not change in any other way, and all original equipment connections must be retained.

Replacement inlet ducts (or hoses), which connect from the turbocharger inlet / restrictor to the airflow meter on PGT cars, may be substituted in place of the original equipment duct (or hose), for the purpose of easier access to the restrictor. The function and purpose of the duct (or hose) must be the same as the original, and all original equipment connections must be retained.

The modified or replacement PGT ducts (or hoses) must be of similar dimension to the original ducts (or hoses). Ducts (or hoses) deemed by the Rally America technical director to be constructed for the purpose of significant competitive advantage when used with a restrictor, will not be allowed.

All other ducts (or hoses) in the inlet tract must be original equipment

and unmodified per PGT rule.

13. Exhaust

The exhaust system is unrestricted, except that the stock exhaust manifold(s) must be retained, the pipe(s) must exit behind the driver and external to the body. A functioning (meets the Federal emissions standards) catalytic converter must be retained or installed. If a car was legally registered before a Catalytic Converter was required in the USA, then the competitor may supply documentation to this effect and obtain a waiver from the Technical Director.

14. Electrical Equipment

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity provided the location remains unchanged. The make is unrestricted.

15. Gearbox

If, for the same model, different gearboxes are normally offered, they may be used.

16. Final Drive

If, for the same model, different final drive ratios are normally offered, they may be used. Limited slip or locked differential units are allowed for use in Production GT and Production (including RallyTruck) class vehicles.

17. Shock Absorbers

Free provided that their number, their type (telescopic, arm etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged, except they may be reinforced. The damper tanks may be attached onto the unmodified shell of the cars. A silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function.

Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers. If, in order to change the damping element of a MacPherson suspension, or a suspension operating in an identical manner, it is necessary to replace the entire MacPherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points.

18. Suspension

Springs: The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed).

Coil Springs: The length is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats.

Leaf Springs: The length, width, thickness and vertical curvature are free.

Torsion Bars: The Diameter is free.

Stock sway bars may be removed or replaced. The freedoms in spring length do not authorize a reduction in the ride height below the limit in the official factory shop manual (FIA homologated cars will obey Article 205).

For MacPherson suspensions, the shape of the spring seats is free. Their material is free.

The reinforcing of the suspension and its anchorage points by additional material is allowed. Strut tower braces may be added, provided no alterations to air cleaner housing or other components are made. The roll cage may be used to brace the vehicle's suspension.

In the case of oil-pneumatic suspension, the spheres may be changed as regards their dimension, shape and material, but not their number. A tap, adjustable from outside of the car, may be fitted to the spheres.

19. Wheels and Tires

The wheels and tires are free, respecting the diameter and width listed in the official factory shop manual (FIA homologated cars will use diameter and the width listed in their homologation papers), which is to be considered the maximum.

The installation of heavy duty or larger/longer wheels studs or bolts is allowed. Wheel bolts may be converted to studs. The number of wheel studs or bolts may not be changed. The hub and rotor may not be modified, except enlargement and/or re-threading of holes for the purpose of installing larger and/or longer wheels studs or bolts or to convert wheel bolts to studs. Wheel spacers are allowed. The top of the tire, when viewed vertically from above the hub, must be covered by the original bodywork.

The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured there and it is not installed in space reserved for the occupants.

Air extractors added on the wheels are forbidden. Mud flaps of flexible material, which do not improve aerodynamics of the vehicle, may be added both in front of and behind the tires and must be installed for all drive and rear wheels.

20. Brakes

The replacement of worn linings is authorized and the system of attachment is free, provided the dimensions of the friction surface are not greater than original equipment parts. The material of the linings is free.

Servo-assistance and residual pressure valves are permitted only when standard or a manufacturer's regular production option for the model.

- a. Servo units may be disconnected or removed.
- b. Backing plates may be removed, but not otherwise modified.
- c. ABS (antilock braking system) may be disconnected or removed.
- d. Rerouting of the brake lines is permitted.
- e. The use of Teflon lined, metal braided brake lines is authorized.

21. Clutch and Pressure Plate with Flywheel

The material and method of attachment of the clutch linings are free. These units are free except that the flywheel must be of the same material as offered from the manufacturer and fall within the specified minimum weight.

22. Fuel Cells

Fuel cells, not to exceed the capacity of the stock fuel tank, or 15 gallons (whichever is greater), are allowed to replace stock fuel tanks. Location is unrestricted. Fitting of such cells must conform to Article 5.7. Rerouting of fuel lines is permitted. Fuel lines that pass through the passenger compartment must be as prescribed in Article 5.7 of these Rules.

23. Motor Mounts

Motor mounts are unrestricted so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

24. Supplementary Accessories

Supplementary accessories are authorized, without restriction, provided they have no influence what-so-ever on the behavior of the car. For example, those concerning the aesthetics or the inside comfort: lighting, heating, radio, etc.; or those enabling easier or safer driving of the car (speed pilot, windshield washer, etc.) provided they do not affect the performance and/or speed of the vehicle.

The following are authorized:

- a. Nuts and bolts may be freely exchanged and locked by any

means.

- b. The mounting of additional gauges, meters, etc.
- c. The horn may be changed or an extra one added.
- d. Extra relays, switches, wiring, and fuses may be added to the electrics.
- e. The original accelerator cable may be replaced regardless of whether or not it is supplied by the manufacturer.
- f. The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing of a toolbox, additional spare wheel, etc.). The attachment system of the original spare wheel may be altered. Space Saver spares may be replaced with standard tires.
- g. Filler caps may be locked by any means.
- h. The steering wheel is unrestricted.
- i. The addition of protection for the engine sump, transmission, fuel tank and all fluid lines is permitted.
- j. Cruise control systems may be removed.
- k. Anti-theft systems may be removed.
- l. The air conditioner compressor, condenser, hoses, switches, fittings and related hardware may be removed provided that the heating system remains intact and is operational.
- m. Body shell may be seam welded.
- n. Wheel scrapers are free.
- o. Engine bay plastic "dress up" components may be removed provided they have no other function.
- p. The rear seat, headliner, and trim pieces from the "B" pillar rearward may be removed. All door panels may be modified for clearance of the roll cage, but all OEM door panels shall be retained.
- q. Roof mounted, commercially available cooling vents are allowed.
- r. Installation of sockets in the rocker panels to be used with jack stands.
- s. Removal of standard radio/audio systems, including speakers and related wiring, is permitted.
- t. Rocker panel trim may be removed.

25. Coach Work

Carpets and their associated padding may be removed. The front

seats shall be replaced with seating per Article 5. Standard seat/shoulder belts may be removed. The glove box door may be removed or replaced. Passive restraints, including air bags, shall be removed or disabled.

26. Consumable Items

The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is unrestricted.

27. Tolerances

All adjustment/machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Over-boring for the use of oversize pistons is prohibited.

28. Canadian Vehicles

Canadian Production Class Vehicles prepared to CARS specifications will be allowed to compete in Production Classes provided the entered vehicle complies with Article 4 (Eligibility Requirements), Article 5 (Required Safety Equipment), Article 6 (Scrutineering), and Article 3 (Vehicle Identification).

D. RallyTruck Class

1. The purpose of the class is to allow four- and six-cylinder 2WD light trucks; six-cylinder 4WD light trucks; and four- and six-cylinder, 2WD and 4WD sport utility vehicles to compete in the Rally America events. All vehicles in this class shall be normally aspirated. Equalizing factors will be the various weights and specific requirements listed in Article 10.2.D.3.

- a. RallyTruck Class is incorporated within Production Class.

2. General

- a. All vehicles shall conform to the manufacturer's specifications (as produced and delivered), except for the following specific additions or modifications. The official shop manual (for the year, make, and model truck and all configuration supportive data) must be in the possession of each competitor at scrutineering.
 - b. Certain modifications may be permitted to equalize the performance capabilities of various models. Final implementation of these modifications will be at the discretion of Rally America or its assigned representative.

3. Weight

Minimum weights of trucks will be as rallied, without driver and co-driver. At all times the vehicle must at least weigh the following:

- a. 2WD, up to 3000 cc, 1.0 lbs per cc of engine displacement.
 - b. 2WD, over 3000 cc, must weigh 3400 lbs.
 - c. 4WD, up to 3000 cc, must weigh 3700 lbs.
 - d. 4WD, over 3000 cc, must weigh 3900 lbs.
4. Wheelbase
- Minimum wheelbase shall be 100 inches maximum wheelbase shall be 113 inches.
5. Roll Cages
- a. A full width roll cage must be fitted within the passenger compartment per the category for vehicles over 2500 lbs in Article 5 (or Appendix 1) of these Rules, with the following exception:
 - b. At the six points minimum at which the roll cage attaches to the vehicle (two rear down tubes, four cage points), it must be bolted or welded to the frame with backing plates, either directly to a frame member or to a substantial frame extension (platform). It is permitted to cut holes in the cab and bed of sufficient size for these tubes to pass through.
 - c. Sport utility vehicles shall have a double main hoop, formed by welding two rollover bars of like dimensions together. The welds joining these bars must be at least 1" long, on alternating sides of the bars, on 6" centers.
 - d. It is permitted to modify interior panels and trim pieces to accommodate fitment of the roll cage. Trim items such as visors, armrests, interior lights, may be removed. Roll cage tubes may run through the dash providing the dash is modified only enough for the roll cage fitment.
 - e. To accommodate fitment of the roll cage in pickup trucks, the rear window may be replaced with a clear, transparent polycarbonate rear window, minimum thickness 0.125". This window must completely fill the original opening, save for the holes necessary for the roll cage tubes and/or shoulder belts to pass through. It must be bonded, riveted or otherwise securely held in place.
6. Fuel Cells
- The original fuel tank in pickup trucks and SUVs may be replaced with a fuel cell meeting the requirements of Article 5.7. Fuel gauge sensors may be modified for fuel cell level readings or may be completely removed. Fuel pumps originally mounted inside the fuel tank may be removed and/or replaced by an electric pump mounted adjacent to the fuel cell and meeting the requirements of Article

5.7.B. Fuel lines may be moved and/or replaced by metal or metal braid reinforced hose.

7. Two-Wheel Drive - Authorized Modifications - RallyTruck Rally America may require a competitor to replace any component with a manufacturer's original replacement part.

a. Engine

- i. Original pistons, connecting rods, crankshaft, harmonic balancer, flywheel, and clutch assembly may be machined only enough to achieve balance. The crank must weigh within the manufacturers weight tolerance. One original piston and original connecting rod must weigh within the manufacturers weight tolerance and have no indication of tooling. The original ducting to the inlet side of the air cleaner may be moved and/or modified. A single-engine oil cooler and necessary fittings may be added.
- ii. For four cylinder engines only: any and all modifications will be permitted within the engine. The original head and block must be retained (shaving head or block is allowed), but the cams, porting, pistons, valves, crank, etc. are free. The basic carburetor(s) or fuel injection normally mounted on the recognized model may not be changed. The elements that control the quantity of fuel and/or air fed into the engine may be changed. Forced induction is not permitted. The exhaust manifold is unrestricted. Vehicles must meet Federal emission standards for the year of manufacture.

b. Radiator

It is permitted to fit a mesh screen in front of the radiator to act as a stone guard provided the screen is within the bodywork and serves no other purpose.

c. Drivetrain

- i. Trucks must use the original transmission.
- ii. The driveshaft may be changed from a two to a one-piece driveshaft. The length of the driveshaft may be changed as long as the wheelbase is maintained. Front and rear universal joints must be maintained.
- iii. Either limited slip or locked differentials, which fit inside the original housing without modifications, may be used.
- iv. Standard ring and pinion ratio must be used.
- v. Four-cylinder engines only: any ring and pinion may be used and the flywheel, clutch, and pressure plate are unrestricted.

d. Suspension

- i. Suspension mounting points may not be changed or moved. Otherwise, the alignment settings are unrestricted and:
- ii. Suspension bushing material is unrestricted.
- iii. Shock absorbers may be replaced with direct bolt on after market shocks.
- iv. The standard suspension components and mounting points may be reinforced.
- v. Any front or rear anti-roll bar or traction device may be used, providing all additional mounting hardware is bolted, not welded, to the vehicle.
- vi. Springs may be replaced with others of the same type, (leaf, coil, torsion bar, etc.). Rate, diameter, length, and number of coils or leafs are unrestricted. Lowering blocks, not to exceed three inches, may be used with rear leaf springs.
- vii. Bump rubbers may be modified or removed.
- viii. Trucks with rear axles mounted below the leaf springs may re-mount the axle above the spring, and vice versa with axle mounted above the leaf springs.

e. Brakes

Any front to rear proportioning valve may be used. Friction material may be replaced with alternative material. Disc brake dust shields may be replaced or modified. Brake lines may be relocated and/or replaced by those of an Aeroquip type (steel braid). Servo assist systems may be disconnected.

ARTICLE 11: HISTORIC CLASS

11.1. PRINCIPLES

The purpose of Historic Class is to “enable the active celebration of the History of the Motor Car” in stage rallying in America. The Historic Class rules are intended to “preserve the specification of (the) period and prevent the modifications of performance and behaviour which could arise through the application of modern technology.” Furthermore, “Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is devotion to the cars and to their history.”

(Quotes taken from Appendix K to the International Sporting Code of the FIA)

11.2. ELIGIBILITY

Cars entering Performance Rally events in Historic Class must be at least 25 years old.

11.3. PREPARATION RULES

In all cases, Historic Class cars must comply with Articles 5, and 6 of the Performance Rally Rulebook.

- A. Beyond the requirements of Articles 5 and 6, all modifications shall use methods and technology contemporary to the car, with the following exceptions:
 - 1. Brakes lining materials are free
 - 2. Wheels and tires are free
 - 3. Lighting is free. Light pods are allowed if they were used in period for rallying.
 - 4. Odometers and non-performance accessories such as intercoms are free, although period instrumentation is encouraged.

11.4. ENFORCEMENT

Event scrutineering will only ensure safety compliance. Compliance with Historic Class rules will be enforced among Historic Class competitors at each event. It is suggested that all Historic Class competitors meet for mutual inspection of the cars following event scrutineering at a time posted on the Official Notice Board by the Historic Class Chairman. Any conflicts shall be resolved at that time among the competitors, by majority vote. In case of a tie vote the Historic Class Chairman shall cast the deciding vote. Non-Historic Class competitors may not protest Historic Class eligibility. Following First Car Out, no protests may be lodged by any competitor regarding Historic Class eligibility.

11.5. FUTURE DIRECTION OF THE CLASS

Prospective Historic Class competitors are encouraged to build their cars to period specification, and current safety regulations. The rules governing the

Historic Class are intended to allow reasonable modification for use in modern Performance Rally events in both North America and abroad.

APPENDIX 1: Roll cage standards for existing construction

1. The primary purpose of the roll cage is to protect the occupants of the vehicle during a rollover or serious accident. This purpose should always be considered during the design and fabrication of the roll cage.

2. Material

All required primary roll cage elements (including diagonals and side bars) shall be constructed from CDS or DOM mild carbon steel. All required primary roll cage elements must adhere to the table below for diameter and wall thickness (for the purpose of determining tubing sizes, the vehicle weight is determined full of fuel and spares and race ready but without occupants).

Weight	Tubing Size
Up to 2499	1.500 x 0.095
2500 to 3499	1.500 x 0.120 or 1.750 x 0.095
3500 to 4499	1.750 x 0.120

3. Mounting

Roll cage terminal ends shall be attached to the frame or body structure in locations that will support maximum impact loads; resistant to shear either in compression or tension (push through or pull from the structure). Mounting plates shall be welded to the frame or body structure, and shall have a minimum area of 10 times the diameter of the tube being attached (i.e., a 1.5" diameter tube would require a minimal mounting plate area of 15 square inches). Where possible the mounting plate shall also be at least 2 times the diameter of the tube being attached in any dimension (i.e., a tube diameter of 1.5" would require a plate at least 3.0" in any direction. The vertical section along the sill would figure in this dimension. This plate may be composed of more than one piece of material of the same composition.

- a. Welded plates: Mounting plates must be at least 1/8" thick and must be attached such that the welding does not weaken that area of the vehicle structure.
- b. Roll cage mounting plates shall extend onto vertical structures of the vehicle (such as door sills or tall frame sections) wherever possible.
- c. It is permissible to use the sill bar as the foundation of the cage, provided the amount of welding between the sill bar and the chassis is greater than that requirement of conventional mounting plates in section 3 above.

4. Welds

All roll cage joining must be performed by GTAW (TIG), GMAW (MIG), FCAW (flux cored arc), or SMAW (stick arc) welding. Oxyacetylene welding and brazing are not acceptable. All welds must be of high quality with good penetration and exhibit no significant undercutting of the parent metal. All welds must also be 100% complete (i.e., must wrap completely around the

perimeter of all tubes). Acceptance of any questionable welds is at the discretion of the Chief Scrutineer.

5. Bends

All bends in the roll cage tubing must be smooth and present a minimal amount of tubing distortion. Any evidence of crimping or wall failure is unacceptable.

6. Required roll cage primary elements

All non-homologated roll cages must contain the following components at a minimum:

- a. Main Hoop: Must be made from a single bent piece of tubing and be located no more than 10" behind the driver or co-driver, or more than 5" in front of the back surface of the most rear-mounted seat. The Main Hoop must extend the full width of the driver/co-driver compartment, and must lie in a plane less than 20° from vertical. The top surface must also be at least 2" above the helmet of the driver when in normal seated position. The Main Hoop is required in all roll cage configurations, except for the Lateral Hoop alternative design. A diagonal brace or an "X" is required in this structure.
- b. Front Hoop: Similar to the Main Hoop, but located around the front windshield. This Hoop must fit reasonably tight to the body structure in order to minimize obstruction of the view through the windshield.
- c. Roof Bars: Two bars must join the Main and Front Hoops. These bars must be located as close to the sides of the roof structure as possible, and must be at least 2" from the driver and co-driver's helmets when in normal seated position.
- d. Rear Bars: Two Bars must join the Main Hoop to the rear of the vehicle. These bars must attach to the Main Hoop as close to the upper bends as possible, but no more than 6" below the top surface of the Main Hoop and not closer to each other than where the Roof Bars attach to the Main Hoop. These bars shall be kicked rearward at the bottom and angle of at least 30° from vertical. These bars shall be straight and not contain any bends. This structure shall contain a diagonal brace or an "X".
- e. Diagonal Lateral Bars, shall run from one upper bend of the Main Hoop to the lower end of the Main Hoop opposite leg (either side upper bend is permissible) and shall be attached as close as possible to the upper bend and the lower attachment point. An additional bar shall run from one upper bend of the Main Hoop to the lower end of the opposite Rear Bar (rear strut mounting). An alternate method for use in the main hoop is a "V" shaped bar (may be two bars) running from about the height of the door latches on the main hoop to the center tunnel. The center tunnel shall be plated in similar fashion to the mounting points of the Main and Front hoops. This tube shall remain as close as practical to the plane of the Main hoop.

- f. Side Sill Bars: Two bars (one each side) shall join the Main and Front Hoops (bar G-H in Figures A-1, A-2 and A-3). These bars shall be located as close to the horizontal and as low as practical, and in no case be more than 6" above or 4" inward from the lower door sills. Additional door bars are recommended, but these sill bars are still required. Stitch welding of the sill bar to the doorsills (rocker panel) is recommended.
- g. Alternate Design - Side Hoops: Refer to Figure A-2. Instead of using a Front Hoop and Side Bars, these components may be substituted with Side Hoops and a Windshield Bar. These Side Hoops must extend from the Main Hoop, one on each side, forward and along the A-pillars to the floor. A Windshield Bar then joins these two just above the windshield. All clearance rules still apply.
- h. Alternate Design - Halo Hoop: Refer to Figure A-3. Instead of using a Front Hoop and Side Bars, these components may be substituted with a Halo Hoop and Windshield Legs. The Halo Hoop is a single piece of tubing bent to run from the windshield, then back to the Main Hoop on the opposite side. Windshield Legs then connect the Halo Hoop, along with the A-pillars, to the floor. All clearance rules still apply.
- i. Alternate Design - Lateral rollbar: Structure consisting of a near-vertical frame or hoop located along the right or left side of the vehicle. The rear legs of a lateral rollbar must be just behind the front seats. The front leg must be against the screen pillar and the door pillar such that it does not unduly impede the entry or exit of driver and co-driver.
- j. On cars such as the Triumph TR-7 and Toyota MR2, where conventional rear bars are not feasible, the Main Hoop must be attached to the "B" pillar and the Main Hoop support "rear bars" may run forward as a diagonal door bar, or as the continuous part of an "X" in the door opening. The forward facing rear bar's Main Hoop mounting point must be no lower than 18" from the top of the Main Hoop.
- k. Front Gussets: Shall join the Front Hoop and Roof Bars (or Side Hoops and Windshield Bar, or Halo Hoop and Windshield Legs) on at least one side of the union. These gussets may be made from:
 1. Flat sheet of the same material and thickness as the Front Hoop may be rolled to semi-circular wrap type gusset.
 2. Tubing at least three quarters inch in diameter and sixty thousandths inch thick (0.750"x0.060").
 3. Flat sheet or "Plate" type gussets of the same material and thickness as the Main Hoop are allowed. Regardless of which type gusset is used, it must extend on to each joined tube at least 2", but not more than 3", and be fully welded all around.

FIGURE A-1 - ROLL CAGE (FRONT HOOP)

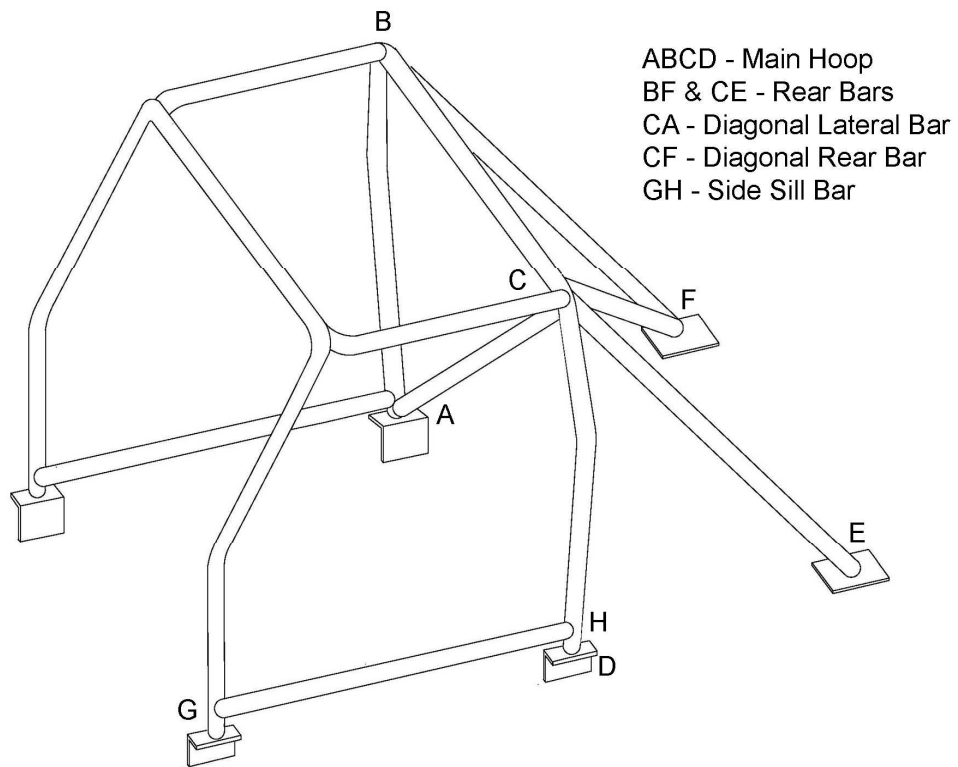


FIGURE A-2 - ROLL CAGE (HALO HOOP)

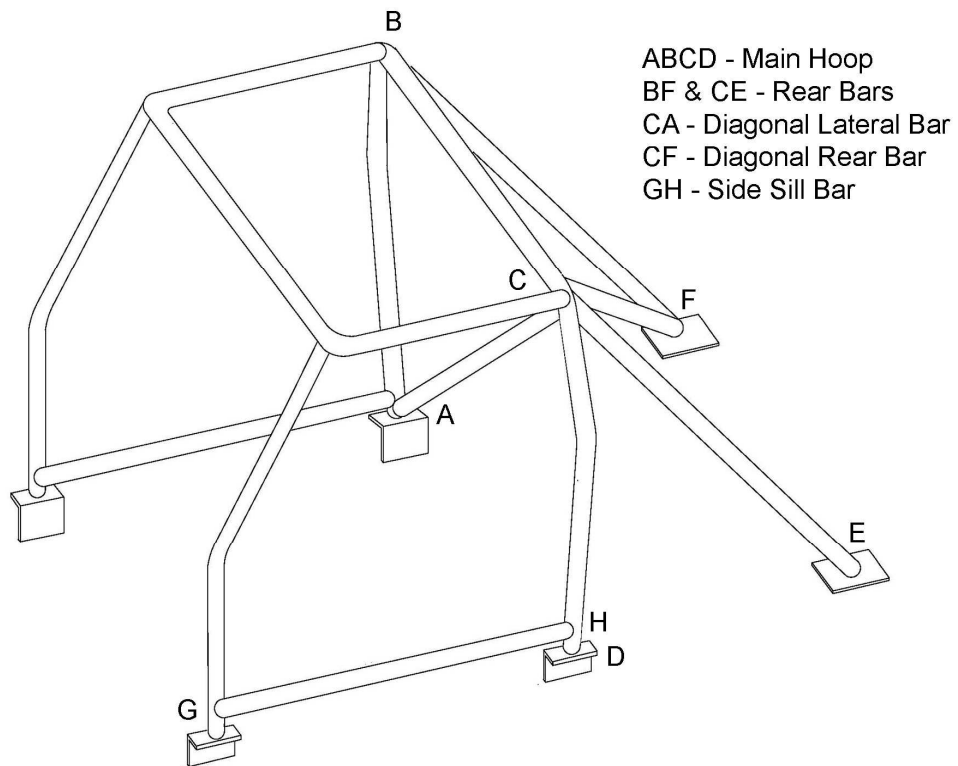


FIGURE A-3 - ROLL CAGE (SIDE HOOP)

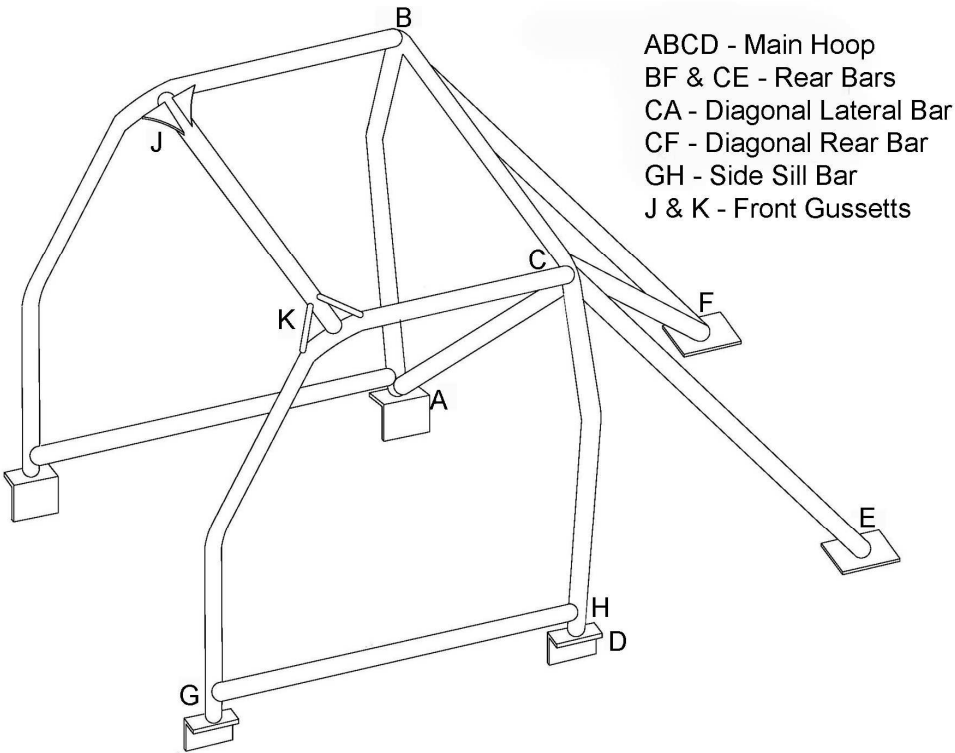


FIGURE A-4 - ROLL CAGE (V-BRACE)

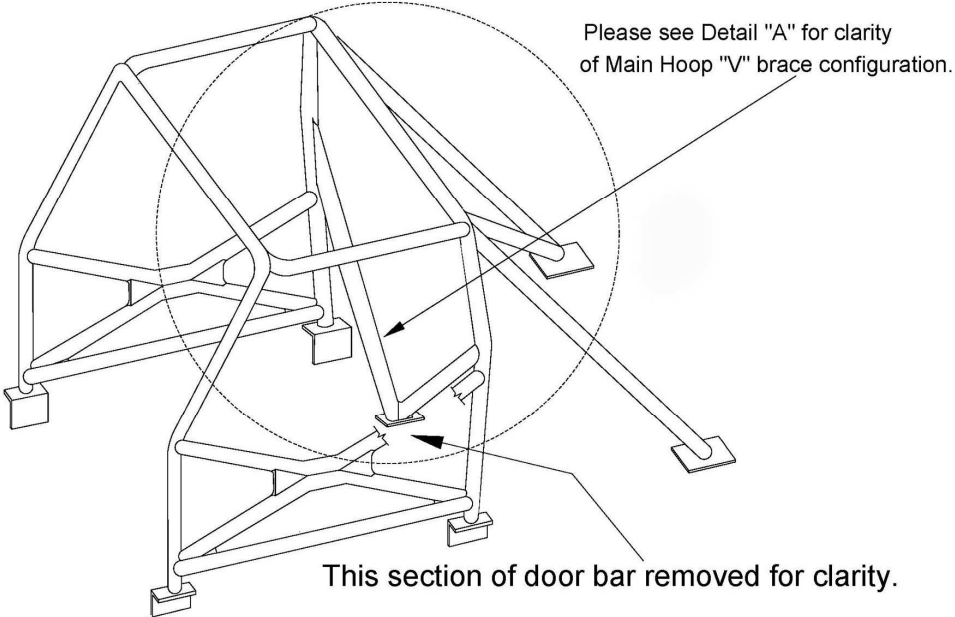
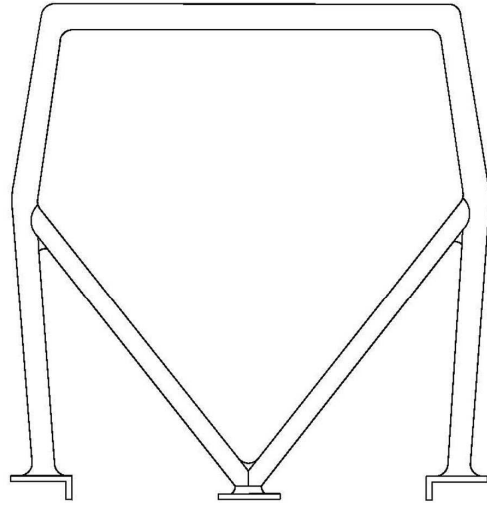









FIGURE A-5 - ROLL CAGE (V-BRACE DETAIL)











Rear braces, door bars, and
forward braces omitted for clarity

APPENDIX 2: Signage Guide

The following signage images and descriptions are shown as general information only. Actual use at events may vary as detailed in that event's Supplementary Regulations.

	CONTROL ZONE ENTRY (YELLOW BACKGROUND)	Rally cars must enter control zones only on their minute (aside from a MTC In control) to avoid time penalties for early or late arrival. Crews cannot work on their car while in the control zone.
	TIME CONTROL (RED BACKGROUND)	The control workers fill in the time card at this location. Rally crews should only hand over time cards during their due minute.
	END OF CONTROL ZONE (TAN BACKGROUND)	The control zone ends here. Crews can work on their car only when they are past this point.
	SPECIAL STAGE START (RED BACKGROUND)	The start of the timed section of the special stage.
	APPROACHING FLYING FINISH (YELLOW BACKGROUND)	Lets crews know that the end of the timed section of the special stage is approaching.
	FLYING FINISH (RED BACKGROUND)	The end of the timed section of the special stage.
	STOP (RED BACKGROUND)	The control workers fill in the crew's time card with the special stage finish time at this location.

	APPROACHING RADIO PERSONNEL (YELLOW BACKGROUND)	Lets crews know that they are approaching a location with radio operators.
	RADIO PERSONNEL (BLUE BACKGROUND)	Actual location of the radio operators.
	APPROACHING MEDICAL PERSONNEL (YELLOW BACKGROUND)	Lets crews know that they are approaching a location with a medical team.
	MEDICAL PERSONNEL (BLUE BACKGROUND)	Actual location of the medical team.
	START OF REFUELING ZONE (BLUE BACKGROUND)	Designates the start of the refueling zone.
	END OF REFUELING ZONE (BLUE BACKGROUND)	Designates the end of the refueling zone.
	APPROACHING PASSAGE CONTROL (YELLOW BACKGROUND)	
	PASSAGE CONTROL (RED BACKGROUND)	

CHECKPOINT RACING

New for 2007

Sparco Pro ADV

Developed from the widely used Pro2000 the Pro ADV features integrated head protection and shock absorbing foam.

Arrives **April 2007!**



we wouldn't have **checkpoint**
in **our name** if we didn't **love Rally!**



stilo
HELMETS AND COMMUNICATION SYSTEMS

Adapters available for TerraTrip and Peltor

sparco®

momo

DMS Factory Trained
Sales & Service
NORTH AMERICA
RACE EQUIPMENT

piloti
Authorized Dealer

CHECKPOINT-RACING.COM

3434 Brighton Blvd, Denver, CO

Located in Downtown Denver, Colorado

(877) - SPARCO - 1

Rally **AMERICA**

